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M. J. NATHAN,

Manager.

Kowloon, 3rd April, 1912.

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The Daily Press.

HONGKONG, APRIL 24TH, 1912.

The events of the past week or so show the Dalai Lama and his advisers have come to the conclusion that the present period of flux in China, and the consequent weakening of the grip on the outlying dependencies, furnish a favourable opportunity for him to regain the prestige that he lost when he fled from Sir FRANCIS YOUNGHUSBAND in 1904, and the power that he abandoned on his retreat before CHAO ERH-FENG's advance guard, a couple of years ago. The Republican Government seems to have looked for some such attempt on the part of the Tibetans to throw off the alien yoke, and to have been, in consequence, uncertain as to its treatment of the land: on the one hand, it is to be incorporated in the great family of the Republic, composed of Chinese, Mongols, Manchus, Tibetans and Mohammedans, and is accordingly given a representative stripe in the standard of the Republic; on the other hand, it is to enjoy perfect autonomy, and its ancient institutions are not to be interfered with. These two positions are, of course, incompatible with each other, no matter what scheme of federation is adopted, unless the allegiance of Tibet to the great family of the Republic is to be of the most shadowy kind only.

think that either of these states of affairs will be realized. We do not believe that Tibet will be given over to the rule of the lamas, nor can we see her united indissolubly with China. The most likely outcome is that Tibet and China will conduct themselves in the same way toward each other now as they did in the past, and that the same relations will be observed between them. What these relations actually were calls for some explanation, and a brief historical retrospect. It is fashionable to talk of the former relation of China to Tibet as suzerainty; technical names are treacherous things, and never more susceptible of misinterpretation than when those applicable to a Western polity are transferred to the international affairs of Oriental peoples. Suzerainty, as we understand it, has never existed between China and Tibet. It is only in comparatively recent years that relations between the two countries have been at all intimate, though in the eighth and ninth centuries of the Christian era they threatened to take a course the reverse of that which has been witnessed in more modern times. The chieftains of Tibet succeeded in subjugating to themselves for a time large areas of the north-west of China, and there was some danger of their proving fatal to China's existence. The advent of the Mongols under GENGIS KHAN and KUBLAI KHAN put a final end to this, and in the meantime the power of the gyalhoo, or chieftains, in Tibet had been weakening, while that of the lamas grew until, by the end of 17th century, the authority of the Dalai Lama had gained predominance throughout the greater part of the land. Sungarian chieftains from the north then waged war on Tibet, aiming at the subversion of the DALAI's authority, and the re-establishment of the secular power. The newly-established Manchu dynasty intervened on behalf of the DALAI, and in 1750 CH'EN-LUNG finally suppressed the temporal authority of the chieftains, and vested the government in the lamas, with the Dalai at their head. There is not much hint of suzerainty about this proceeding, and subsequent events show that neither side had the least intention of regarding the situation in so scientific a way. Perhaps in no way is China's attitude toward Tibet better illustrated than in the method and incidents of the selection of a new Dalai Lama, on the vacation of the post by death. An Edict from the Emperor was first necessary; then the Amban (or Chinese Resident at Lhasa) collected the names of such children as had been born at about the time of the demise, and whose birth had been attended with miraculous manifestations. These names were then transmitted to Peking, where the lot was drawn from the golden urn, and then, at last, the Dalai Lama was successfully re-embodied. As if this did not give the Manchu Emperor sufficient control over the appointment of the nominal ruler of Tibet, it was always possible for him to forbid the reincarnation to take place in any district that had proved troublesome, and there is even an instance of one leading lama who was, by Imperial Edict "forbidden for ever the privilege of appearing again on earth in human form." An example exhibiting the same tendency in another form is to be seen in the commission of CHAO ERH-FENG as Viceroy of the Marches, which gave him authority over all the country between Tachienlu and Pien-pa, a post about half-way between the China-Tibetan frontier and Lhasa. The Manchu Emperor thus admitted no distinction between the nature of his authority in Szechuan and in Tibet, and gave no recognition to the idea of suzerainty. On the other hand, when the Dalai Lama visited Peking in 1908, there was some difficulty in arranging for him to be admitted to audience of the Empress Dowager, as he claimed, on ecclesiastical grounds, that he should grant, not request, an audience. He also maintained that he could not *kolow* to the Empress, so when at last the audience did take place, the Dalai Lama merely bowed on entering the Imperial presence. It is certain that, in the past, Tibet and China would never have agreed on any definition of the relationship between them; China treated Tibet as a conquered country, and whenever a favourable opportunity seemed to offer, Tibet tried to assert her independence. There is no reason to believe that these relations will be modified, or put on a more systematic basis, now that China is a republic; the only probable change is that the increased authority that, under the energetic methods of CHAO ERH-FENG, China was winning in Tibet will be lost in the present period of transition, and that the Dalai Lama will gain a greater degree of independence. The effects in Tibet of the Chinese revolution cannot but be of great interest and importance to Great Britain; however, our hands are tied by the Russian Agreement of 1907, so, apart

The next Gymkhana arranged by the Hongkong Gymkhana Club is fixed for May 25th.

The death is announced in Manila of Mr. George Gilchrist, a well-known marine surveyor and consulting engineer.

At the Magistracy yesterday two French bluejackets from the *Argus* were charged with disorderly behaviour, and refusing to pay rishia hire, at Shauiwan. The magistrate ordered them to pay \$3.10 as compensation.

There were 68 cases of plague in the Colony last week, and 55 deaths. Two were Filipino cases; the other 84 being Chinese. There were also 16 cases of small-pox (eight fatal), and two fatal Chinese cases of enteric fever.

Mr. Irving at the Magistracy yesterday ordered a Chinese to pay a fine of \$125 for having been in possession of a quantity of opium on board the *Sui An*. He was also fined \$60 for having been in possession of a revolver and 100 rounds of ammunition.

A Chinese woman appeared before Mr. Irving at the Magistracy yesterday charged with having assaulted a little girl. Dr. Perkins, of the London Mission, spoke to having examined the girl and found her shoulders bruised as if she had been beaten by a cane or a rod. The hearing was adjourned.

At a meeting of the Sanitary Board yesterday, the Secretary read a letter from the Government announcing the appointment of Mr. Chan Kai Ming, who was present at the meeting. The President warmly welcomed Mr. Chan Kai Ming to the Board, and expressed regret at the retirement of Mr. Lau Chu Pak.

The following notice of motion has been given in the House of Commons:—Mr. MacCallum Scott: To call attention to the recent changes in the regulations made by the Colonial Office, whereby all British subjects who are not of pure European descent on both sides are excluded from the civil and police services of Hongkong, the Straits Settlements, and the Federated Malay States, and move a resolution.

The difficulties under which the police work are illustrated by an incident which came to light yesterday. A woman living at Bay View informed that police that two men, one of whom had been armed with a revolver, entered the house of her master and mistress and took away a quantity of valuables. Two men were arrested, but after being questioned, the woman admitted that the report was a false one.

The appointments of the following gentlemen as members of the British North Borneo Legislative Council have been approved by the Governor of B.N.B.—Mr. Walter George Darby as representative of the European and general community, Mr. Algernon Charles Corbetta as representative of the West Coast planting community, Mr. Paul Breitag as representative of the East Coast planting community, and Mr. Lim Swee Cheng as representative of the Chinese and Asiatic community.

The "Great Raymond" gives his opening performance in Hongkong at the Theatre on Saturday. He has recently been visiting Bangkok. His performance there is described in one of the papers as "An Arabian Night's Entertainment," and the description given of the magician's marvellous performance fully warrants the description. H.E. the Officer Administering the Government has promised his patronage on the opening night, the booking for which, we are informed, is proceeding very satisfactorily.

The *Temps*, dealing with French administration in Indo-China, points out that the Annamites cannot be satisfied with a programme of education conceived in a spirit of distrust, and referring to the vast plan drawn up by M. Beau's Government, but never carried out, our contemporary remarks that the French have had the shame of seeing the project of a University of the Far East, abandoned at Hanoi, taken up and put into execution by the English at Hongkong—a lamentable result of hesitation and incoherence in conduct.

ST. GEORGE'S DAY.

Yesterday was St. George's Day. It must be quite six years since the English residents of the Colony co-operated to do honour to the memory of the patron saint of Merrie England. The occasion was celebrated last night, however, by an "At Home" given at Government House by H.E. Mr. Claud Severn, the Officer Administering the Government. A large number of residents were present, and notwithstanding the temperature, dancing continued with much animation until after midnight. The grounds were beautifully illuminated, a feature being a large St. George's cross lit up in red and white.

THE "TITANIC" CALAMITY.

FURTHER EVIDENCE BEFORE
SENATE COMMITTEE.

BRITISH INQUIRY TO OPEN IMMEDIATELY.

[THROUGH REUTER'S AGENCY.]

MR. ISMAY'S POSITION.

LONDON, April 23rd.
Reuter's correspondent at New York telegraphs that Mr. Ismay says he supposed that the inquiry was for the purpose of ascertaining how similar disasters could be prevented and not to inquire into his personal conduct, though he was willing to tell everything. He was throughout a passenger, and did not interfere in any wise with the navigation of the ship or in any other way. The accident has proved the futility of unsinkable vessels. The present legal requirements must be changed. The owners would no longer rely too much on watertight compartments and wireless telegraphy, but must have life-boats and rafts sufficient for every soul on board with enough men to handle them.

A Philadelphia message states that Mr. William Carter, emphasises the injustice that is being done Mr. Ismay, who was copol and collected throughout and kept the steerage passengers quiet. Mr. Ismay and the officers searched for several minutes after calling out for any more women. There were forty women in the boat and only two seamen, consequently the officers asked Mr. Ismay and Mr. Carter to go into the boat and row. This he did till the *Carpathia* was sighted. Mr. Ismay rowed continuously and would not look at the *Titanic* sinking.

THE RELIEF FUNDS.

The Mansion House Fund amounts to \$77,000; and the newspaper funds reach \$25,500. The total funds aggregate \$102,500.

WESTMINSTER CATHEDRAL
MEMORIAL SERVICE.

The requiem service held in Westminster Roman Catholic Cathedral for those who died on the *Titanic* was crowded.

MR. STEAD'S LAST WORDS.

A New York message states that Mr. Seward, who was a table companion of the late Mr. Stead on the *Titanic*, relates that Mr. Stead was talking politics, American and British, and said that much opprobrium had been heaped upon him owing to his opposition to the South African War, but he rejoiced that Mr. Lloyd George and he had latterly been vindicated. His last conversation was about Mr. Rhodes. At one time he was the heir to the "Empire Builder's" eight millions, but he deliberately sacrificed the heritage in opposing the Boer war. He was one of the few on deck when the *Titanic* struck and preserved a beautiful composure. None know his end, except that he faced death with philosophic resignation.

SENATE INQUIRY RESUMED.

WHITE STAR AGENT CROSS-EXAMINED.

A Washington message states that the Senate inquiry has been resumed. The most intense interest was shown in the proceedings, the hall being packed, while a number of people swarmed outside and looked in the windows.

Mr. Franklin, the White Star agent in New York, was submitted to a severe cross-examination with a view to clearing up the mystery surrounding the supposed suppression of news of the sinking of the vessel. He deposed that he first heard of the *Titanic* collision at 2.20 in the morning of the 15th instant through the

given out. He admitted that re-assuring reports had been issued from the White Star office based on newspaper and private reports and rumours from Cape Race, but it was impossible to separate the wheat from the chaff. He knew nothing regarding the telegram received by a Congressman purporting to emanate from the White Star declaring that all on board were safe. No messages had been issued by the White Star containing definite information. He emphatically declared that the first he heard of the actual sinking was at 6.27 on Monday evening. He was prostrated for a moment, but recovered and telephoned to the directors. He went to see the waiting reporters and began reading aloud "Titanic sank at 2.20." He looked round and found that the reporters had vanished. They were rushing for the telephone.

Mr. Franklin denied that he conferred on Monday morning with the Marconi officials, or exercised a wireless censorship, or attempted to spirit away members of the crew of the *Titanic* before they could be examined by the Committee. His only object in returning them to England was to prevent them falling into evil hands. He testified that the life-saving appliances on board were in excess of those required by law, and expressed the opinion that the disaster was unavoidable and that it would be absurd to hold any individual responsible. The *Titanic* did not carry a searchlight. He believed that five or six of the ship's watertight compartments were opened, but that was pure guesswork. The speed of the *Titanic* was about four miles an hour below that of the *Mauretania* and none of the White Star commanders had ever been given to understand that they were expected to break records. Mr. Franklin made an excellent impression on the Committee, the hostile members of which obviously changed their attitude as his examination progressed.

A SENSATIONAL STATEMENT.

Boxhall, the fourth officer of the *Titanic*, has made a sensational statement to the effect that after the collision, he concentrated his attention on the sending up of rockets, to attract the attention of a ship directly ahead and about five miles distant. He said he noticed her mast and red side light. She was close enough to see the signal of distress. He saw no reply, but the Captain and some of the stewards apparently did. This is the first mention of any vessel being within sight of the *Titanic*. The witness, describing the collision, said he felt a slight impact and he mounted the bridge, from which he saw the iceberg faintly. It was about thirty feet high and grey in colour. The Captain sent him below to ascertain the extent of the damage. He found the mail room flooded and the sacks floating. The Captain then ordered out the lifeboats, but the people did not show much anxiety to enter.

BRITISH INQUIRY ORDERED.

The Right Hon. Mr. Buxton, President of the Board of Trade, announced in the House of Commons that steps were being taken to constitute the strongest possible court of inquiry into the loss of the *Titanic*, specially presided over by a high judicial authority. Secondly, a shipping advisory committee will consider the new situation which has arisen. The matter could not finally be cleared up until the enquiry was

of searchlights could immediately be examined. Thirdly, after receiving the reports from the Court of Inquiry and the Advisory Committee he would advise the House of Commons if a national or international commission was necessary. Fourthly, the Board of Trade had convened a conference of representatives of British shipping companies for a prompt exchange of views as to what measures the companies themselves contemplate pending the revision of the statutory rules.

Lord Mersey presides over the *Titanic* court of inquiry, which will have the widest powers and which will sit immediately.

Mr. Buxton said that Lord Mersey would have the title of Wreck Commissioner, and would be assisted by assessors. The Court would be empowered to require the attendance of passengers and crew and would grant poor witnesses maintenance allowance. The White Star has undertaken to produce every member of the crew summoned.

THE PEACE AND QUIET OF THE
INHABITANTS OF HONGKONG.

Complaints frequently reach us regarding "the loud and unnecessary noises" which disturb the peace and quiet of the inhabitants at night, both in Hongkong and Kowloon. There is, for instance, the excruciating noises made almost nightly at the Chinese Y.M.C.A. in close proximity to the Hongkong Hotel by brass band practices, by Chinese would-be musicians, and we have been asked to suggest as a remedy that the ambitious musicians be exiled to Lantau. At Kowloon there is continual complaint of the noise made at night in the Indian encampment on the water-front, but, in this case, relief, we understand, may soon be expected, as the Indian troops are shortly to be quartered at Lai-chih-kok.

So far as noises at night in the town of Victoria are concerned, it may not be generally known that the aid of the law may be invoked, and has in fact been invoked in one recent case. In 1844 an Ordinance was passed "for the better securing of the Peace and Quiet of the Inhabitants of the Town of Victoria and its vicinity during night-time." Section 1 of that Ordinance reads:—"From and after the publication of this Ordinance no person or persons, whatsoever shall between sunset and the hour of six in the following morning make or cause to be made any noise or noises whatever calculated to disturb, annoy or interfere with the public tranquillity or the quiet of the occupier or inhabitant of any dwelling-house within the said town of Victoria or its vicinity: And that in case any person or persons shall make or cause to be made any such noise or noises as aforesaid it shall and may be lawful for any such occupier or inhabitant or for any officer charged with the preservation of the peace or any constable or policeman or other person to summon the party so offending before any Police Magistrate to whom it shall and may be lawful on due investigation and proof of the party having offended against the provisions aforesaid, to proceed against and in a summary manner to fine the party so offending in any sum not exceeding ten dollars and in default of payment to commit the said party to prison for any period of time not exceeding one calendar month."

The public aggrieved by these noises at night-time, therefore, have their remedy at law.

As to noise in the day-time, a correspondent writes:—"The manoeuvring of the Hongkong tram cars over the temporary system of points yesterday, referred to in such complimentary terms in your issue, did more than 'attract considerable attention,' for quite a few score people went home yesterday with frazzled nerves and had headaches caused by the pandemonium of noise which seemed necessary to this same 'manoeuvring,' and the writer feels just like 'The Man in the Street' in England who is wont to mutter feebly that 'something really ought to be done,' and you will see also, like the truly British paternalists who on these occasions 'Writes to the papers.' This is offered as a protest to such noise and incidentally as a change from the well-worn themes of 'The finest site in the Colony,' etc., etc., and in the hope that some brainy individual will devise a plan that will stop such a din effectively."

COST OF THE DURBAR.

At a meeting of the Viceroy's Council at Calcutta Sir C. ...

TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

SIBERIAN MAIL STEAMER
AGROUND.

SHANGHAI, April 23rd.

The steamer *Saikio Maru*, belonging to the South Manchurian Railway Company, struck off Shantung Promontory on Sunday at 9 p.m. between Alceste Island and the North-East lighthouse.

Her forepeak was damaged. The passengers were landed as a precautionary measure and subsequently transferred with the mails to the Hamburg-American Line's steamer *Sikiang*, which is bringing them to Shanghai, where she is due on Thursday.

The *Saikio* was re-floated after three and a half hours and returned to Dalny for repair.

[We understand that Mr. A. B. Rouse and a Mr. Smith, travelling to Hong-kong, were passengers on board.]

[THROUGH REUTER'S AGENCY.]

ITALY AND TURKEY.

THE CLOSING OF THE DARDANELLES.

LONDON, April 23rd.

Mr. Acland, in the House of Commons, said that at present there was no blockade of the Dardanelles. Great Britain had communicated with Turkey expressing the hope that the Straits would soon be reopened in view of the injury to shipping. The Government believed that Turkey was fully alive to the importance thereof.

LATER.

Reuter's correspondent at St. Petersburg telegraphs that Russia will protest to the Porte against the closing of the Dardanelles contrary to International agreements.

GERMAN NAVY BILL.

LONDON, April 23rd.

Reuter's correspondent at Berlin telegraphs that in the Reichstag the Chancellor introducing the Armament Bills in a studiously moderate speech said that there was nothing in the European situation to cause uneasiness, but military power was needful to peacefully preserve Germany's position and interests. Her value as friend and ally was measured by the power of her defence. Moreover, the popular demand proved the necessity of the bills. He was convinced that no great Power desired war, but owing to the increased weight of popular opinion the danger of war arising through popular agitation was greater than ever. He deprecated alarmist agitations which disturb national life and avail nothing. He assured the Reichstag that the Government in meeting the extra expenditure entailed did not intend to depart from sound finance, as no army could operate successfully without the support of sound finance.

THE MUTINY AT FEZ.

LONDON, April 23rd.

General Moirer now telegraphs that quiet has been restored at Fez. The French losses were: Officers, 15 killed and four wounded; men, 40 killed and 70 wounded; and civilians, 13 killed.

LATER.

A Paris message states that the mutineers at Fez have been disarmed.

FLYING ACROSS ST. GEORGE'S
CHANNEL.

LONDON, April 23rd.

Mr. Corbett Wilson flew in an aeroplane from Fishguard to Enniscorthy in Wexford, landing in rain and fog.

N.D.L. STEAMER OF 20,700 TONS
FOR THE EASTERN RUN.

Messrs. Melchers & Co., agents for the Norddeutscher Lloyd inform us that they have been advised by the Norddeutscher Lloyd, Bremen, that the I.G.M. str. *Bremen*, 20,700 tons, has been put on the East Asian run. This steamer will leave Hamburg on the 12th of December a.e. and arrive here on the 23rd of January. Homewards the ship is bound to leave here on Wednesday, the 19th of February, 1913.

SUPREME COURT.

Tuesday, April 23rd.

IN SUMMARY JURISDICTION.

BEFORE MR. H. H. J. GOMPERTZ,
(PUNISH JUDGE).

A RECEIVER CLAIM.

Mr. L. Ronald Needham, solicitor, sued Wu Wan Chio, merchant, for \$977.39 due to him as receiver of the book debts of the Hip Tak Lung Firm, formerly carrying on business as silk merchants and drapers, under an order made by the Court on November 4th, 1911. A sum of \$140.83 had been paid into Court by the defendant.

Mr. Needham appeared on his own behalf and Mr. Russ (of Messrs. Goldring, Barlow and Morrell) represented the defendant.

Mr. Needham said there was apparently only one partner of the firm, who died and left his business insolvent, with a large number of creditors. Defendant was one of the creditors who refused to admit liability. It had been thought advisable to sue one of the debtors, to ascertain the legal position in regard to the outstanding debts.

Judgment was entered for the plaintiff for the amount paid into Court, with costs for the defendant.

NEW FLEET ORGANIZATION.

ADMIRALTY CIRCULAR.

The Admiralty have issued a circular giving formal expression and sanction to the new scheme of Fleet Organization described by Mr. Churchill in his speech on the Navy Estimates and communicating, "for the information and guidance of all concerned, the nomenclature of the Fleets and Squadrons which will come into force from May 1st." The following are the more important provisions of this circular:

"The term 'Division' will be restricted to its familiar signal book meaning, as a tactical unit of variable quantity applicable to any part of a body of ships grouped together for tactical purposes. The terms 1st, 2nd, 3rd, and 4th Divisions of the Home Fleet as used hitherto will be abolished. In place thereof the Home Fleet will be divided into the First, Second and Third Fleets, and ships will be classed in these Fleets according to the status of commission in which they are maintained by their Lordships; ships in the First Fleet being in permanent commission with full crews; ships in the Second Fleet being in commission with nucleus crews, and receiving full complements of active service ratings on mobilization; ships in the Third Fleet being in commission with reduced nucleus crews or in 'Material Reserve' and requiring reserve men on mobilization. These Fleets are therefore administrative and not tactical classifications.

"The Home Fleet, thus divided into three Fleets will comprise eight Squadrons. Each Squadron will consist of a Battle Squadron and Cruiser Squadron and attached ships, numbered consecutively. Four Squadrons will form the First Fleet, two the Second Fleet, and two Squadrons and three additional Cruiser Squadrons the Third Fleet.

"Then follows the constitution of the several Fleets, which is as described by Mr. Churchill, except that the prescribed constitution of the First Fleet shows that the complete incorporation of the present Mediterranean Fleet in the First Fleet will only be effected 'at a future date.' The Commander-in-Chief, Home Fleets, will have placed under his direct command such fleets and squadrons, as their Lordships consider proper. In normal circumstances his command will include the whole of the 1st, 2nd, and 3rd Fleets.

"The Commander-in-Chief, Home Fleet, becomes the Commander-in-Chief, Home Fleets.

"The present 4th Cruiser Squadron will in future be known as the Training Squadron.

"The present 6th Cruiser Squadron will in future be known as the Mediterranean Cruiser Squadron.

"The Eastern Fleet will comprise the China Squadron, Australia Squadron, and East Indies Squadron.

"Other vessels on Foreign Stations will continue to be designated as at present, but the vessels employed in Newfoundland, the West Indies, and on the South-east Coast of South America will, if combined, be known as the West Atlantic Squadron.

The circular concludes with the new organization of the Destroyer and Submarine Fleets.

THE IDEAL GIRL.

What is the ideal young girl? is a question upon which the opinion of Mr. Rockefeller's bible class has been taken in New York. The class, after long deliberation has decided that the ideal young girl must know how to make a resolution. She should reason rightly, have good health, retire early, and be modest. She should read good books, possess good manners at table, avoid flirtations, aim at serious things, love children, and be self-respecting. These are her positive qualities. Next come the things she should avoid. First of all, she should not give herself up to pleasure or neglect home duties. She should not pretend to care little for children, nor should she be too poetic or too artistic. Neither should she think too much of her toilet, nor answer her parents when reproved, nor drink nor smoke. She should not encourage late visits, nor become too athletic.

COMPANY MEETINGS.

UNION INSURANCE SOCIETY OF
CANTON, LTD.

The 39th ordinary yearly meeting of shareholders in the above Company was held yesterday at the offices of the Society. Mr. H. A. Siebs presided and there were also present:—Messrs. A. Forbes, J. W. C. Bonnar, W. L. Pattenden, G. Friesland, G. H. Medhurst, F. H. Armstrong, and F. Lieb (directors), W. E. Clarke, D. Macdonald, T. F. Hough, H. Hancock, E. Ormiston, D. Dunbar, F. C. Macdonald, L. Cheung Shui, W. Melchers, J. W. Taylor, and Mr. Montague Ede (secretary).

The Secretary having read the notice convening the meeting:—The CHAIRMAN said:—Gentlemen,—The report has been in your hands for sufficient time to enable you to study it and I therefore propose to take it, as well as the auditors' report, as read. The premium income for 1910 is somewhat greater than that of the previous year, which is satisfactory, especially if one bears in mind that for the purpose of the account sterling was exchanged into dollars at 1/10 5/16 as against 1/10 1/16 in 1909. Interest shows a satisfactory increase, and on the other side of the account that most important item 'Charges' shows a material decrease. Our reinsurance fund and underwriting suspense account both continue to rise and yearly provide a greater measure of security to our assured. A comparison of the Society's 1910 outturn with that of the nine leading Marine Insurance Companies at home is instructive, as showing that we have maintained our lead both in takings and percentage of profit. The comparison also discloses the fact that the total interest earned on investments by our larger competitors at home greatly exceeds the total amount of dividend paid by them, whilst our profits are such as to enable us to continue from year to year paying away in dividend some two lakhs more than our investments earn in interest. (Applause.) This policy, although so far it has not prevented a steady increase in our assets, should not be carried too far, and shareholders in their own interests would be wise in being quite satisfied with the maintenance of the dividend which we have declared for three successive years. It must be borne in mind that although the account this time is so favourable, it is quite conceivable that this pitch of excellence may not be maintained. Lord Furness, in presiding at the annual meeting of the World Marine Insurance Company, stated that during the short period of four months 28 steamers had been reported missing and 13 had foundered or been abandoned. The Society has been fortunate in escaping some of these losses, but the fact that they do occur in such quantity points to the necessity of underwriters maintaining rates and thus making ample provision for the possibilities which the future may have in store. It is unusual for the Chairman to refer, in his annual speech, to events of the current year, but as the Press of the whole world has been largely occupied in giving details of the awful disaster which overtook the *Titanic*, and as the Society's limits on vessels crossing the Atlantic are very large, I have been asked by my colleagues to tell you that in the *Titanic* case we escaped with the comparatively very light loss of \$45,000. The loss, as you will understand, only partly falls on the Society, the balance being absorbed by the sister Companies. You will further be glad to hear that we escaped lightly in the case of the *Oceanic*, as practically the whole of our line was on treasure and advices to hand are to the effect that it will all be saved at comparatively small cost. My predecessor in the chair last year stated that he thought that a \$50 dividend should be regarded as high-water mark, but that if fortune continued to smile upon us he saw no reason why we should not be able to somewhat increase the dividend by the payment of a bonus to shareholders when the outturn of any particular year warranted it. The outturn of 1910 would seem to warrant the payment of a small bonus to shareholders this year, but, gentlemen, it was impossible for the Chairman in 1910 to forecast the breaking out of the rebellion in China and the consequent shrinkage and dislocation of trade. Even so we cannot yet tell what the outcome of that movement may be or how soon trade conditions may begin to improve, and therefore after very mature deliberation your directors have come to the conclusion that the wisest policy for them to pursue is to husband the Society's strength and carry forward to underwriting suspense account a larger amount of money than would otherwise seem necessary. In this view I feel sure that you will all entirely concur and will endorse the recommendation of your directors that a final dividend on account of 1910 of \$20 per share should be declared, that \$10,000 should be added to the sterling reserve fund, and that the balance of \$518,000 shall be carried forward. The figures for 1911 are quite satisfactory as regards probable outturn, although there is a shrinkage in premium income due, as I have just told you, to disorganization of trade. Your directors, however, feel quite justified in recommending the payment of an interim dividend of \$30 per share and a bonus on contributory business of 20 per cent. You will be pleased to learn that, while giving shareholders and contributors full consideration in strengthening our reserves, we have not forgotten our staff to whom these continued successes are in a very large measure due, and we have voted them a bonus of 15 per cent. of a year's salary to the provident fund of each member who is in our service on the 30th of this month.

There being no questions, The CHAIRMAN moved the adoption of the report and accounts.

No questions being asked, the CHAIRMAN moved the adoption of the report and accounts.

Mr. ORMISTON.—In rising to second the adoption of the report and accounts, I should like to congratulate the Society on the excellent figures they have placed before us. There is no doubt the directors could have paid the shareholders a bonus on the result of last year's working, but, still, I think the majority of the shareholders consider that, taking into account the present unsettled state of China, the directors have acted most prudently in further increasing the reserves rather than paying away a bonus. At the same time it is nice to know that, given ordinary conditions, and a favourable year, the Directors will not look upon the payment of a bonus in any unfavourable manner. I have heard it suggested that as the Society is doing so well they might be expected to reduce rates. This suggestion is refuted by the events of the past few months, viz., the loss of the *Delhi* followed in quick succession by the *Oceanic* and *Titanic*. With such disasters possible to the highest class of ships it seems to me that the Society should try to maintain full rates instead of consenting to any reduction. Finally, gentlemen, I am sure you will all most cordially approve of the bonus voted to the staff. The excellent results that have been attained are in themselves a high tribute to the merit of the staff. As a former Chairman of your Society, I can testify to their loyalty, while the figures themselves testify to their ability.

The motion was agreed to.

On the motion of Mr. DUNBAR, seconded by Mr. CLARKE, Messrs. Lieb and Friesland were re-elected to the directorate. Mr. TAYLOR proposed that Messrs. W. Hutton Potts and A. R. Lowe be re-appointed auditors at a remuneration of \$1,000 each per annum.

Mr. D. MACDONALD seconded, and the motion was agreed to.

The CHAIRMAN.—That is all the business, gentlemen. Thank you for your attendance. Dividend warrants are now ready and can be had on application at this office.

CHINA TRADERS INSURANCE CO.

The annual meeting of the China Traders Insurance Co. was held yesterday. Mr. H. A. Siebs (chairman) presided, and there were also present:—Messrs. G. H. Medhurst, A. Forbes, F. Lieb, G. Friesland, W. L. Pattenden, J. W. C. Bonnar, F. H. Armstrong (directors), H. Hunter, A. E. S. Alves, F. Geddes, V. L. Remedios, B. M. C. Cunha, V. L. Remedios, J. A. Carvalho and C. Montague Ede (secretary).

The secretary having read the notice calling the meeting:

The CHAIRMAN said:—Gentlemen,—I will, with your permission, take the Report and Accounts and Auditors' Report as read. It compares favourably with that issued last year, the divisible balance being practically identical. We propose to deal with the balance as follows:—To pay a Final Dividend of \$4 per Share on account of 1910, making \$8 for that year; to place \$10,000 to Sterling Reserve; and to carry forward the balance to Underwriting Suspense Account. As regards 1911, the statistical position of that year is excellent, although the premium is somewhat smaller than in the previous year, and as the account seems likely to be as favourable as the one now presented we have no hesitation in recommending the payment of an interim Dividend of \$4 per Share and a Bonus of 20 per cent. on Contributory Premium.

There being no questions, The CHAIRMAN proposed the adoption of the report and accounts.

The motion was seconded by Mr. Ede, and carried.

Mr. HUNTER proposed the re-election of Mr. Lieb and Mr. G. Friesland as Directors.

Mr. H. J. CARVALHO seconded the motion, which was carried.

On the motion of Mr. B. M. C. CUNHA, seconded by Mr. REMEDIOS, Messrs. G. Hutton Potts and A. R. Lowe were re-elected auditors for the ensuing year.

The CHAIRMAN.—That is all the business, gentlemen. Dividend warrants are now ready and can be had on application.

HORTICULTURAL SOCIETY.

ANNUAL MEETING.

The annual meeting of the Hongkong Horticultural Society was held in the City Hall yesterday, the President (Mr. J. Barton), in the chair. There were also present Messrs. H. H. J. GomPERTZ, J. Hoggarth, W. H. Looker, L. Gibbs, W. L. Pattenden, L. N. Leefe, Newall, and Chao Po Sien.

The seventh annual report stated that the Committee's hopes were not realized in connection with the annual flower and vegetable show. This was due in a great measure to the bad weather, and to the fact that the month of January was a bad one for flowers. The statement of accounts showed that last year's credit balance of \$693.61 had been reduced to \$235.03. Decrease in membership, large rate money and donations were largely responsible for the reduction.

The CHAIRMAN said he did not think he could add much to the report as it spoke for itself. The Committee regretted that the show was not more satisfactory, but they hoped that, if their suggestions were carried out, the Society would have a better year this year.

On the motion of Mr. PATTENDEN, seconded by Mr. LEFFE, the President, Mr. Barton, was re-elected.

Mr. L. Gibbs was re-elected hon. secretary, and Mr. W. L. Pattenden, hon. treasurer. Messrs. L. Howell, H. W. Looker, P. W. Goldring, and Chao Po Sien were re-elected to the Committee, and the following new members were elected:—Mrs. Ede, Mrs. Newall, Mr. H. Green, Mr. L. N. Leefe and Mr. J. Hoggarth.

THE MURDER OF A BRITISH
MISSIONARY.

BISHOP SCOTT'S NARRATIVE.

Bishop Scott, of North China, has sent to Bishop Montgomery, the secretary of the S.P.G., the following account of the murder of the Rev. Frederick Day and the attack on the Rev. R. S. Hughes.

Tsun Chang Zing, Chin Province, China, March 6, 1912.

My dear Bishop Montgomery,—I have very grave and very sad news—but it will not be "news," for I think it will surely be telegraphed from Peking. Poor Day has been shot dead.

Hughes and I and Day all met for last Sunday at Mi-li-tsun for confirmation, &c., &c., and spent Sunday together. We separated after dinner; they two were to start for Chi-chou (about 25 miles) early on Monday, and from there Hughes was to return to Peking, and Day was to come to meet me here (ten miles from Chi-chou) for confirmations, &c., &c. I started out with Deacon Li an hour later on Monday to come over here (25 miles) and await Day. On Sunday various rumours had reached us—some likely, some unlikely, but it seemed clear there were deserting soldiers passing along the roads from Pao-tungfu. We thought either of our parties might fall in with them, but we knew they had no quarrel with foreigners.

As a matter of fact half an hour before reaching our destination our party was "held up" by fully-armed, uniformed soldiers, who took away one cart with two mules and some valuable clothes from the deacon's pack and a few dollars with his bag, but left my cart untouched and gave us the bedding and baggage from the cart which they commandeered. We put the deacon (who was very lame) into my cart, and were glad to get home without anything more serious. Meanwhile Day and Hughes got into Chi-chou city without any experience, went a walk round, and had dinner. Then, unhappily, in came a man who knew Day, and had recognized the cart stolen from us and the driver in the city, and told Day that we had been met and robbed. The two went round to the inn, and Day tried to induce the ruffians to give up the cart to its owner, whom he knew. There was a long altercation, and Hughes thinks the man seemed to be giving way a little when suddenly the outlook changed and the soldiers were wildly firing their revolvers (apparently through closed doors) into a small room where the two clerics, now alarmed, had retreated.

Day was hit on the head very early in the attack, a blow which must have instantly deprived him of his senses and very, very shortly of his life. Hughes escaped by a miracle, for they came back to try and kill him before finally flying. He was taken by the police to the Yamen, where he has been ever since. The magistrate took measures to have the body taken care of and put into a coffin, and I am going to-morrow (now that the roads are clear again) to the city to arrange about the funeral, where it is to be, and how we are to get away to Peking. For there was an *éclat* in Peking the very day I left—February 28—and Pao-tungfu seems to be out off by rail and wire. But for this stunning blow we should be filled with anxiety for our dear people in Peking, but we do know that the ladies and school-girls were got away into safety in or near the Legation quarter.

Dear Day is a great loss; he was getting on nicely with Chinese and with his country work—his health very much improved, and seemingly a good, useful missionary life in front of him, but "God disposes"—God grant him rest and peace. I have just been writing fully to his father. There is no uprising against "foreigners." These ruffian soldiers at once decided not to demand my cart, and we had no special reason to fear them, though they shoot remorselessly any Chinese who do not give up at once what they want. We ought now to be quite safe in moving about on our way home. Poor Hughes must have had a truly awful experience.

Yours sorrowfully and affectionately,

C. P. SCOTT (Bishop).

RECORD AT LLOYD'S.

The gold and silver sunk in the P. & O. *Oceanic* off Eastbourne was worth £750,000, and was insured at Lloyd's for that amount. On March 19th the bank, which was forwarding the consignment to Bombay, presented its claim to the underwriters, and on March 20th arrangements were completed for paying the amount by a cheque, which was in the hands of the bank at noon the following day. This extraordinarily quick settlement of such a huge amount constitutes a record at Lloyd's, and enabled the forwarding bank to duplicate the consignment by another boat leaving at the end of the week. Of course the gold, when raised from the wreck, will be the property of the underwriters.

THE GERMAN EMPEROR AND
THE PANAMA CANAL.

Colonel G. Goethals, the chief engineer and chairman of the Panama Canal Commission, who has recently returned to America from a trip abroad, has stated that the Emperor William is strongly in favour of much heavier fortifications at the entrances to the Canal than it is proposed to erect there. Colonel Goethals said:—"The Emperor said he had no doubt that some nation would establish a coaling station either to the north or to the south of the Canal. He pointed out that at this station battleships could quietly be gathered and could suddenly descend on the Canal and capture it. The Emperor believes that the fortifications should be of sufficient strength to repel any fleet that might attack."

QUEEN MARY'S FAN.

There is a prevailing idea (says the *City Press*) that gifts to Royalty are merely accepted, and then put on one side. That has not been the case, at any rate, with the fan presented to Queen Mary on the occasion of the Coronation by the Fan-makers' Company. The other day her Majesty told a member of the Guild that she took it with her to India, and used it throughout the ceremonies at Delhi.

THE ICEBERG MENACE TO
NAVIGATION.

"No floating object in the North American seas carries so dread a message of fear to trans-Atlantic shippers as the iceberg. Every captain who takes his bark into the region of the Newfoundland Banks in the Spring, has in his mind's eye a picture of a disaster similar to that which has befallen the *Titanic*. And the pity of it is that the disaster is inevitable, for the iceberg is a wanderer, freed from the laws of currents and courses."

This was the statement made by a skipper whose vessel was in Manila Bay last week and who has had a wide experience in the perils of the dreaded banks. Questioned by a *Manila Times* reporter, this captain continued:

"There are often great fields of ice floating southwards along the east coast of Canada. They have their source in Greenland from whose ice-cap radiate hundreds of glaciers, the majority of which—at least the larger of them—reach the sea to become a menace to ships plying the north Atlantic coast."

"Once free from Greenland, they drift northward, thence to the west and finally down the American coast. Their paths are fairly well defined until they begin to strike counter currents and then the troubles of the skippers begin. From the St. Lawrence river there sets a current which absolutely kills all chance of calculation of the courses of these frozen monsters."

"Some of them are miles in width and some even rise to a height of 250 or even 300 feet. But others, due to the specific gravity of ice, float along almost even with the surface while they may extend hundreds of feet below the water line. These bergs are the most dangerous and it is probable that the *Titanic* encountered one of them. On the other hand, logs on the banks are often so dense that even a high iceberg can not be seen, especially at night."

"The only way in which watchers on the *Titanic* might have suspected the proximity of the berg, would have been the increasing cold. One always feels an iceberg hours before he sees it, such is its influence upon the temperature. But the *Titanic* must have been forging its way through a field of ice floats long before the berg was struck. Hence the fall in temperature was probably not noticeable."

INTIMATIONS

Chs. J. Gaupp
& Co.,
ALEXANDRA BUILDINGS,
CHATER ROAD.

WATCHMAKERS,
AND JEWELLERS,
OPTICIANS.

FINEST QUALITY
DIAMOND JEWELLERY
A SPECIALITY.

ENGLISH, AMERICAN AND SWISS
GOLD AND SILVER
WATCHES.

CLOCKS
of all descriptions.

45

If You Wear
TORICS

you know you have the best. If you do NOT, you have not yet done the best you can to give your eyes comfort. It is possible to correct the vision of eyes that need glasses without using TORIC LENSES. It would also be possible to use a motor-car without pneumatic tyres, but it would not be as comfortable. If you have failed to find real eye comfort, try a pair of TORICS. The deep inner curve conforms to the natural motions of your eyes. Their advantage is particularly noticeable to players of tennis, golf, cricket, and billiards. Made in clear glass and tinted shades.

CLARK & Co.
SCIENTIFIC OPTICIANS
108 BLDG. CHATER RD.
HONGKONG.

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and no special business matter THE MANAGER. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour, the supply is limited. Only supplied for Cash. P.O. Box 35. Telephone No. 12.

NEW ADVERTISEMENTS

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

A FINAL DIVIDEND of TWENTY DOLLARS per Share for the year 1910 and an INTERIM DIVIDEND of THIRTY DOLLARS per Share for the year 1911, will be payable on TUESDAY, the 23rd instant. Warrants may be had on application at the Office of the Society. Hongkong, 24th April, 1912. [614]

SOCIETA NAZIONALE DI SERVIZI MARITTIMI.

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to PORT SAID, MESSINA, NAPLES, LIGORNO and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO. (Taking Cargo at through rates to PERMAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship

"ISCHIA," Captain Belsito, will be despatched as above on FRIDAY, the 26th inst., at NOON.

For further particulars regarding Freight and Passage, apply to CARLOWITZ & Co., Agents.

Hongkong, 24th April, 1912. [4]

SOCIETA NAZIONALE DI SERVIZI MARITTIMI.

NOTICE TO SHAREHOLDERS.

FROM KOBE.

THE Steamship

"ISCHIA," having arrived from the above port, Consignees of cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns and/or extra-bazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, whence delivery may be obtained. Perishable Goods to be taken delivery of immediately.

All Claims must be sent to the Office of the undersigned before Noon on the 30th inst., or they will not be recognised.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 29th inst. will be subject to rent.

All broken, chafed, and damaged goods must be left in the Godowns, where they will be examined on the 29th instant, at 9.30 a.m.

No Fire Insurance has been effected. CARLOWITZ & Co., Agents.

Hongkong, 23rd April, 1912. [4]

FROM EUROPE.

THE H.A.L. Steamship

"SITHONIA," Captain Kotsis, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the Godowns and/or extra-bazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained against Bills of Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given TO-DAY.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 29th inst. will be subject to rent.

All broken, chafed, and damaged goods must be left in the Godowns, where they will be examined on the 29th inst., at 9.30 a.m.

No Fire Insurance will be effected by us in any case whatever.

This Steamer brings on Cargo: 22 a.s. "Göteborg" from Gothenburg.

HAMBURG-AMERIKA LINE, Hongkong Office.

Hongkong, 23rd April, 1912. [612]

A SAVING OF 20 TO 25 PER CENT. NETT

IN THE USE OF COALS

OF ALL QUALITIES.

A product exclusively mineral, without smell or danger, and stable. Increase in production of steam. Suppression of smoke, cinders, slack and clinker.

No preparation or special handwork necessary. Guarantee on invoice against oxidation of bars, firebricks, plates, tubes, etc.

Of interest to manufacturers, railway and shipping companies, etc. Sale price 4.300 Frs. per 1,000 kilos. Carriage and all charges paid. One thousand kilos weight effect saving of 20,000 Frs. The monopoly of sale for 15 years in every country of the world is to be granted to an influential person having connections with public bodies or Governmental Departments, etc., and offering best guarantees.

A reduction of 30 per cent., i.e., 3,150 Frs. nett, for 1,000 kilos cash payment.

Address: EPARCKE DES CHARBONS,

15, Avenue Mercédès, Paris.

LIGHTERAGE.

THE HONGKONG AND KOWLOON WHARF AND GODOWN Co. undertake every description of lighter work, including transshipments in the Harbour, delivery to any water frontage in the Colony, and conveyance to Canton and West River ports. Small quantities handled and specially low rates quoted for large quantities.

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NEW ADVERTISEMENT

TOYO KISEN KAISHA.

NOTICE TO CONSIGNEES.

SS. "CHIYO MARU."

FROM SAN FRANCISCO, VIA HONOLULU AND JAPAN PORTS.

THE above-named Steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for Consignment, and to take immediate delivery of Cargo from alongside.

Cargo remaining undelivered on FRIDAY, the 26th inst., at 5 P.M., will be landed at Consignees' risk and expense and delivery must then be taken from Company's Godown.

No Fire Insurance whatever will be effected. No Claims will be recognised after the Goods have left the Steamer or Godown, and all Goods remaining undelivered on FRIDAY, the 26th inst., at 5 P.M., will be subject to rent and landing charges.

All chafed and otherwise damaged Cargo to be left on board or Godown, and examination of same to be arranged.

All Claims must be filed on or before WEDNESDAY, the 1st May, otherwise they will not be recognised.

K. MATSUDA, Agent.

Hongkong, 23rd April, 1912. [613]

PUBLIC COMPANIES

THE YANGTZE INSURANCE ASSOCIATION, LIMITED.

NOTICE TO SHAREHOLDERS.

THE TWENTY SECOND ORDINARY GENERAL MEETING of the above Association will be held at the Head Office, No. 25, The Bund, Shanghai, on TUESDAY, the 30th APRIL, 1912, at 4.40 o'clock P.M. precisely, for presentation of the Report of the Directors and the Accounts to the 30th December, 1911, the election of Directors and Auditors for the current year, and for the purposes of transacting any other business which may be transacted at an Ordinary General Meeting.

The TRANSFER BOOKS of the Association will be CLOSED from the 24th to the 30th April, 1912, both days inclusive.

Members holding proxies for absent Shareholders must deposit same with Secretary for Registration at least forty-eight hours before the meeting.

By Order of the Board of Directors, W. S. JACKSON, Secretary.

Shanghai, 13th April, 1912. [581]

THE HONGKONG ELECTRIC CO., LTD.

NOTICE IS HEREBY GIVEN that the TWENTY-THIRD ORDINARY GENERAL MEETING of the SHAREHOLDERS will be held at the Company's Office, St. George's Building, on SATURDAY, the 4th MAY, 1912, at 12 o'clock NOON, for the purpose of presenting the Report of the Directors, together with a statement of Accounts to 29th February, 1912, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 24th April to the 4th May, 1912, both days inclusive.

By Order of the Board of Directors, GIBB, LIVINGSTON & CO., Agents.

Hongkong, 17th April, 1912. [582]

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LTD.

LOST.

THE SHARE CERTIFICATE No. 1598 for TWO SHARES numbered 37959/37960 inclusive, standing in the Register in the name of FRANCISCO XAVIER HOMEN DE CARVALHO of Macao, having been LOST, NOTICE IS HEREBY GIVEN that unless the said CERTIFICATE be produced at the Office of the Company, 5, Queen's Road Central, Victoria, Hongkong, on or before the First day of May, 1912, a new Certificate for the said Shares will be issued and the old Certificate will thereafter be held by the Company as null and void.

MOWBRAY S. NORTHCOTE, Acting Secretary.

Hongkong, 16th April, 1912. [577]

BROWN, JONES & Co.

ITALIAN MARBLE FIGURES, CROCHES and HEADSTONES, BLACK, RED and GREY GRANITE MEMORIALS in Stock.

WREATHS with Glass Shades from \$4 up

BROWN, JONES & Co., 41, Morrison Hill Road.

Telephone 423. Hongkong, 18th October 1911. [776]

INTIMATIONS

LANE, CRAWFORD & CO.

HOUSEHOLD DRAPERY DEPT.

JUST UNPACKED

DAMASK TABLECLOTHS, NAPKINS, TEACLOTHS, etc.

COTTON and LINEN SHEETINGS, MOSQUITO CURTAINS, TURKISH BATH TOWELS.

HARDWARE DEPT.

KITCHEN UTENSILS

OF

EVERY DESCRIPTION.

FILTERS and FREEZERS.

BRUSHWARE and TINWARE.

LANE, CRAWFORD & CO.

[51]

INTIMATIONS

HONGKONG GENERAL CHAMBER OF COMMERCE.

NOTICE.

A SPECIAL GENERAL MEETING of the Members will be held TO-MORROW (THURSDAY), the 25th APRIL, 1912, at 4 p.m. in the CHAMBER ROOM, St. George's Building, Chater Road, Hongkong, for the purpose of nominating a Member of the Chamber for appointment to the LEGISLATIVE COUNCIL.

Notice in writing of the names of Candidates and of their Proposers and Secondors to be lodged with the Secretary at least 48 hours before the time appointed for holding the General Meeting.

By Order, E. A. M. WILLIAMS, Secretary.

Hongkong, 20th April, 1912. [592]

HONGKONG JOCKEY CLUB.

NOTICE.

THE HALF-YEARLY MEETING of the above Club will be held on SATURDAY, the 27th APRIL, 1912, at 12.30 p.m., at the Offices of the Hongkong JOCKEY CLUB on the Ground Floor of the HONGKONG CLUB ANNEX, Chater Road.

By Order, T. F. HOUGH, Clerk of the Course.

Hongkong, 13th April, 1912. [583]

HONGKONG ELECTRIC CO. LTD.

NOTICE.

ON and after MAY 1st, 1912, the charge for Lighting, Fans, &c., will be Reduced to CENTS TWENTY-SEVEN PER UNIT, and the charge for Radiators and Motors to CENTS TEN PER UNIT. DISCOUNTS WILL REMAIN AS AT PRESENT.

GIBB, LIVINGSTON & Co., Agents.

Hongkong, 18th April, 1912. [585]

PICNIC PARTIES.

LAUNCH FOR HIRE.

THE Handsome "KING EDWARD HOTEL" LAUNCH can be hired for Picnic Parties by the Hour or Day.

Apply for Terms to the Manager, H. HAYNES.

Hongkong, 1st March, 1912. [389]

SOUVENIRS OF THE

DELHI DURBAR:—

UNIQUE FOR HOME DECORATION.

JUST Received a Rare Consignment of Beautiful Delhi Work, Washable.

Early inspection solicited.

HOOSAIN-ALI & Co., No. 14, Queen's Road Central, Corner of Zetland Street, Hongkong.

Hongkong, 17th April, 1912. [50]

AUCTIONS

G. R.

PUBLIC WORKS DEPARTMENT.

IT IS HEREBY NOTIFIED that the following Sale of CROWN LAND by PUBLIC AUCTION will be held at the Office of the PUBLIC WORKS DEPARTMENT on MONDAY, the 29th day of April, 1912, at 3 P.M.

Full Particulars and Conditions may be obtained at this Office.

PARTICULARS OF THE LOT.

No. of Sale, Registry No., Locality, Boundary Measurements, Contents in Square Feet, Annual Rent, Upset Price.

1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. 31. 32. 33. 34. 35. 36. 37. 38. 39. 40. 41. 42. 43. 44. 45. 46. 47. 48. 49. 50. 51. 52. 53. 54. 55. 56. 57. 58. 59. 60. 61. 62. 63. 64. 65. 66. 67. 68. 69. 70. 71. 72. 73. 74. 75. 76. 77. 78. 79. 80. 81. 82. 83. 84. 85. 86. 87. 88. 89. 90. 91. 92. 93. 94. 95. 96. 97. 98. 99. 100.

The Purchaser of the Lot will also have to pay the sum of \$25 for boundary stones and \$30 for the Crown Lease.

W. CHATHAM, Director of Public Works.

Hongkong, 12th April, 1912. [599]

G. R.

PUBLIC WORKS DEPARTMENT.

IT IS HEREBY NOTIFIED that the following Sale of CROWN LAND by PUBLIC AUCTION will be held at the Office of the PUBLIC WORKS DEPARTMENT on MONDAY, the 29th day of April, 1912, at 3 P.M.

Full Particulars and Conditions may be obtained at this Office.

PARTICULARS OF THE LOT.

No. of Sale, Registry No., Locality, Boundary Measurements, Contents in Square Feet, Annual Rent, Upset Price.

1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. 31. 32. 33. 34. 35. 36. 37. 38. 39. 40. 41. 42. 43. 44. 45. 46. 47. 48. 49. 50. 51. 52. 53. 54. 55. 56. 57. 58. 59. 60. 61. 62. 63. 64. 65. 66. 67. 68. 69. 70. 71. 72. 73. 74. 75. 76. 77. 78. 79. 80. 81. 82. 83. 84. 85. 86. 87. 88. 89. 90. 91. 92. 93. 94. 95. 96. 97. 98. 99. 100.

The Purchaser of the Lot will also have to pay the sum of \$32 for boundary stones and \$30 for the Crown Lease.

W. CHATHAM, Director of Public Works.

Hongkong, 12th April, 1912. [900]

ENTERTAINMENTS

THEATRE ROYAL. ONE WEEK ONLY. Commencing SATURDAY, APRIL 27TH.

THE GREAT Raymond

THE WORLD'S GREATEST ILLUSIONIST, Presenting Positively The Most Novel, Original and Startling

MAGICAL PERFORMANCE

EVER PRODUCED. Gorgeous Scenery and Electrical Effects. This is the Most Gigantic Amusement Enterprise

Ever Brought to the Far East. THIRD TRIUMPHAL TOUR ROUND THE WORLD.

THE GREAT RAYMOND

Has been Decorated by most of the Monarchs of Europe.

SPECIAL MATINEE: WEDNESDAY, MAY 1ST. Children Half-Price.

By kind permission of Col. HAMILTON and OFFICERS the Band of the K.O.Y.L.I. will be in attendance.

PRICES \$3.50, \$3, \$2 and \$1.

Booking at MOUTRIE'S. Late Car to the Peak. Hongkong, 24th April, 1912. [557]

VICTORIA THEATRE.

THE "TITANIC" DISASTER.

GRAND BENEFIT.

UNDER the distinguished Patronage of H.E. THE OFFICER ADMINISTERING THE GOVERNMENT, H.E. Major-General ANDERSON, C.B., and Consul-General ANDERSON, in aid of the sufferers by the loss of the

S.S. "TITANIC"

A Monster Programme will be presented at this Performance, which takes place on FRIDAY, the 26th inst.

PRICES \$3.50, \$3, \$2 and \$1. Late Peak Car, Ferry and Tramways. Booking at MOUTRIE'S. Hongkong, 24th April, 1912. [58]

FOR SALE

G. R. FOR SALE FOR BREAKING UP.

At H.M. DOCKYARD, Hongkong, H.M. Torpedo Boat Destroyer, "HART."

Length between perpendiculars...194 ft. 3 ins. Beam (external)...19 " 5 1/2 " Displacement...295 tons.

Fitted with 2 sets of triple expansion engines and 3 water-tube boilers, Thornycroft type, (multiplied). Can be viewed alongside Kowloon Coaling Depot during Dockyard hours between 15th and 29th May, on application to the Commodore.

Tender forms with conditions of sale, list of fittings on board together with any further information required can be obtained on application to the NAVAL STORE OFFICER, H.M. DOCKYARD, Hongkong. Tenders are to be lodged in the Commodore's Office before NOON on 5th June, 1912.

Hongkong, 22nd April, 1912. [593]

FOR SALE.

DERRINGTON, 7-Roomed House, Peak Road, beautiful situation. For Terms, apply to C. SCHROETER, Care of Messrs. GARRIEL, BORNHE & Co., King's Buildings, IIIRD.

Hongkong, 10th July, 1911. [125]

FOR SALE.

With or Without Furniture.

"TOR OREST" No. 8, The PEAK, with Tennis Court, Commanding a magnificent view of the Harbour and Adjacent Islands.

Apply—LINSTEAD & DAVIS, 3rd floor, Alexandra Buildings, Hongkong, 7th March, 1912. [416]

BUTTER. BUTTER.

WE are pleased to be able to announce that the selling prices of our different BRANDS BUTTER at present are as follows:—

!! REDUCTIONS !!

"DAISY" BRAND ... 80 cts. per lb.

"DAIRYMAID" ... 75 " "

"BUTTERCUP" ... 70 " "

"PASTRY" ... 65 " "

THE DAIRY FARM CO., LTD.

GRACA & CO.

Dealers in POSTAGE STAMPS. PICTORIAL POST CARDS. FLOWER SEEDS, TOYS, BOOKS, MANILA CIGARS and CIGARETTES.

HONGKONG HOTEL BUILDING, PEDDER STREET HONGKONG.

452

NOTICES OF FIRMS

NOTICE.

WE beg to inform you that Mr. WALTER OTTO has been admitted a Partner in our Firm.

BERBLINGER & Co. Hongkong, 20th April, 1912. [586]

NOTICE.

MRS. and MR. SCIPES beg to inform the Public that they have CEASED all connections with THE PAIRS TOILET CO., from To-day and that they will Open a New Gentlemen and Ladies' Hairdressing Salon shortly.

Hongkong, 22nd April, 1912. [590]

WANTED

WANTED.

EUROPEAN ASSISTANT in Export Merchant's Office. State Salary, Qualifications and Previous experience to—

A.B.C. Care of "Daily Press" Office. Hongkong, 23rd April, 1912. [610]

LOSS OF APPETITE.

HOW TO RESTORE IT READILY.

With a good constitution and an intelligent observation of the precautions which have to be taken to counteract the deleterious action of the climate, there is no reason why life in a hot country should not run on the same healthy lines as in more temperate climates.

Unfortunately, however, it is a matter of every-day observation that it does not do so. The first intimation of anything being wrong generally comes in a loss of appetite. This is nature's warning that less food should be taken, so that the body may have time to recover its equilibrium through less work being given to the digestive organs on the one hand, and less strain being put on the nerves which regulate them on the other.

At the same time, it has always to be borne in mind that the taking of less food is always followed by the desire to take still less. The result is that the individual may get run down into a condition of great weakness. It is necessary, therefore, to exercise the greatest care and intelligence in cutting down the daily supply of food.

Without a certain amount of nitrogenous food, the body's forces cannot be kept up. That is a fundamental law of physiology which has to be observed by everyone in all climates. Meat is the chief source from which that all-important element nitrogen is obtained. Meat and meat foods are, however, too "heating," to use a common expression, under these conditions of failing appetite, and they contain so much waste material that they throw too much work on the already overworked excretory organs. In fact, it may be this very condition of overwork which is the cause of loss of appetite.

ABSOLUTELY CONVINCING REASONS.

To regain appetite and the healthy enjoyment of one's food, which is a provision of nature to aid the digestion, it is necessary to take food which will stimulate the digestive functions and supply nourishment in which there is little or no waste, thus relieving the excretory organs of much labour.

For this purpose, nothing can compare with Sanatogen, which has been described by a medical journal as "a food which is all food with no waste." Moreover, it helps the digestion of other food, and thus enables the system to make better use of what has been taken.

The reason why Sanatogen acts in this way is very simple. It is composed of the body-building or nitrogenous element of the purest cow's milk, "chemically combined" with phosphorus in the exact form in which it is found in the brain and nervous system. It has, therefore, to undergo relatively little digestion before it is assimilated and taken into the blood stream to nourish the body in general and the nervous system in particular. One of its principal actions is on the organs which manufacture the red blood corpuscles. These are vitally important, for if they fall below a certain number the individual suffers from anaemia, with its long list of depressing and enervating symptoms, like lassitude, languor, shortness of breath, palpitation of the heart, faintness, headache, noises in the ears, spots before the eyes, indigestion and constipation, with, in women, an additional set of well-known symptoms, which are often attended with considerable pain and an even greater degree of weakness than when men are the sufferers.

NO LESS CONVINCING TESTIMONY.

In these cases of loss of appetite Sanatogen often acts like a charm, especially in the case of children, in whom the loss of a desire for food naturally tells with greater rapidity and effect than in grown-up people. In such cases the following statement of a physician practising in Bangalore may be regarded as typical: "I have an interesting case in which Sanatogen has had a remarkable effect. The subject was a boy, eleven years old, who was very anemic, and of an ailing sort of food from want of appetite, morose, of a languid disposition, hating to play and study, while he suffered, at least once a week, from a severe chest pain which, it was feared, would culminate in that dreaded malady, Angina Pectoris. He had only taken Sanatogen for three days when, to the surprise of his parents, he was found to be cheerful and active, and his appetite was returning. He relished his usual food and he lost the pains in the chest. His description of the effect of Sanatogen was decidedly quaint. He said: 'I feel while taking it as if some energy or current of strength was being poured into my chest.' This is a same expression of the effect of Sanatogen.

The remarkable thing about this child's experience is that it is made almost in the exact words of a distinguished London author, who wrote to the proprietors, 'almost immediately after taking Sanatogen I feel as if a stream of liquid life had been poured into me.'

Write for a copy of a most interesting booklet, "The Art of Living," by Dr. Andrew Wilson, which will be sent free, to all mentioning this paper on application to A. WULFING & Co., 6, Kinkiang Road, Shanghai.

Sanatogen can be obtained of all Chemists. [99-415]

PLASMON

The Great Nerve and Brain Food.

PLASMON COCOA,
PLASMON CHOCOLATE,
PLASMON BISCUITS,
PLASMON OATS.

PLASMON is used by the ROYAL FAMILY
Plasmon, Ltd., London, Eng.

STOMALIX

Sole of Cortes. Cures Dyspepsia and all per cent. of Diseases of the Stomach and Intestines, painful and otherwise.
Sole Distributing Agents
FRANCIS HENNESSY & SONS, Ltd., London, Eng.

A JAPANESE MRS. EDDY.

THE GOSPEL OF THE PURE IN HEART.

Tenrikyo is not the name of a new food, or a new drink, or a new game. It has not been extensively advertised in England. Few people have heard of it in London. Only four simple missionaries from Japan have taken a house in Bedford-park, talked, departed, and left behind a small book, printed in Japan, not published in England, but in Osaka, with the curious English which I will ask you at once not to receive with laughter. You cannot write Japanese so well as the anonymous author of this little book writes English.

These sentences caught my eye from pages of the small book. "All the bodily diseases proceed from the mind; on the other words, the mind's bad or good operations bring forth their effect upon the body. Hence the true remedy of disease must act on the mind. A sin is the cause of the disease." Some 30 years ago a Japanese Commission came over to England to search for a national, established religion. They examined Christianity as put into European practice, and found it wanting as a working faith. They returned disconsolate. But from two ends of the world came a remarkable development of the religion of Christ, from America and from Japan, and both of them due to women. From both sides of the world comes the announcement that purity of heart is the way of salvation from bodily ills and distresses. On the one side Mrs. Eddy, of the Christian Science movement; on the other, Nakayama Miki of Japan.

THE MEDICAL RELIGION.

"Tenrikyo is called the medical religion," says the anonymous writer of the little book. For Tenrikyo is a religion which has gathered together some four millions out of the 40 odd millions of Japan, built churches, stirred the national heart, and the high priestess was a woman, Nakayama Miki.

The life of Nakayama Miki is briefly described in the little book left behind by the four missionaries of Bedford-park. She was born in 1798, of the Samurai class, and her education consisted of reading, writing and mathematics. From childhood she peculiarly sank into a melancholy leading to religious meditation. (I am quoting now from the anonymous book.) She wished to enter a monastery. "But agreed her parents' persuasion at the age of 15 years she married a rich farmer of the neighbouring village, and after some years she bore three children. Her virtue as a woman was imitable. The inspiration which qualified the Founder to receive and communicate divine truth began in her 41st year of age. The event was so miraculous that her countenance suddenly growing bright as if an angel coming down from heaven, said in a most grave accent that God had sent me to save my fellow beings. Her husband and others who beheld this change were struck with astonishment and horror, for they conceived that a devil had taken possession of her.

"Her mission produced a few secret believers, but many attacked, mocked and ridiculed her: even her husband did not believe in her. Her mission was teaching, healing and almsgiving. She was persecuted by the local government and Buddhist priests, poor calamity and danger always were her companions, while a considerable portion of her life was spent in prison. A strong persecution makes the persecuted stronger. Those who are sick in mind or body coming to her to be healed from near or remote lands, and they increasing day by day, month by month, year by year, her followers grew to an enormous extent when she went back to heaven on her reaching 90 years of age 'from the divine land of Yamato'—which is Mishimi, the city which she founded and made the headquarters of Tenrikyo with church, colleges, orphan asylum and a generous singing and music and dancing.

THE EIGHT "DUSTS."

And the essence of Tenrikyo is the doctrine of purity. "Blessed are the pure in heart; for they shall see God." The anonymous apostle quotes the sentence from the Christian's Bible, and adds that "our religion can only give to it a deeper meaning than the Biblical expositors do." The cause of disease is in the mind, says Nakayama Miki; "this means that a sin is the cause of the disease, and a disease the effect of the sin."

"There are eight sins; or eight 'dusts'—in the Japanese symbolism—that must be swept away before the man is pure. I will give the list in translation, with the hinted explanation of the commentator: (1) Covetousness—a sin issuing from the excessive desire. (2) Parsimony—the negative side of covetousness. (3) Wrong love (we may find the proper example in paramour and favouritism). (4) Hate (the strongest of dislike or aversion). (5) Regretment (very far from the moral good which is consummated in the Christian golden rule, 'Love your enemies'). (6) Anger (when it is excessive is accompanied generally by a loss of self-control, and being inflamed it consumes all the things it touches). (7) Haughtiness (it is in this spirit that man acknowledges no sin of his own, and says that the salvation of God is an idle story). (8) Selfishness (the eight dusts means in a wide sense all the ideas and feelings which are opposed to the divine will. And the spring from which they flow is selfishness).

And those eight dusts must be cleaned away before the human being obtains purity of heart and can be freed from bodily disease—which is the result of sin. I must add certain maxims, quoted from the little book, and set forth as the "Confession of our Believer." Japanese-English, you will understand, and by no means to be laughed at.

"God is like water in respect to His purity and liquidness; because water pervades into the bottom of the earth and spreads throughout the sky; moreover it washes away all dirt." Therefore man must be also like water, by imitating God. "God is in the world, especially in our minds." Before God, who is the father of mankind, all men are brethren; all brethren are equal and without class. "Rather charge yourself, not others." "You must sacrifice for others, otherwise you cannot obtain the eternal life." "The empty worshiping is a blasphemy." "You shall not attack the other religions."

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BOVRIL IS A HIGH CLASS STANDARDIZED BEEF-FOOD.

Do not accept cheap substitutes. Nothing else is "just the same."

By Appointment to H.M. the King.

MRS. EDDY AND NAKAYAMA MIKI.

This little book gripped me with its coincidences; for the woman of Japan and the woman of America are curiously alike in their history, and if you compare the works of Mrs. Eddy with the maxims of Nakayama Miki you will see that two women—one in the old world, the other in the new—had gone through the same sort of experience; they were contemporaneous, and it is not likely that they ever heard of each other.

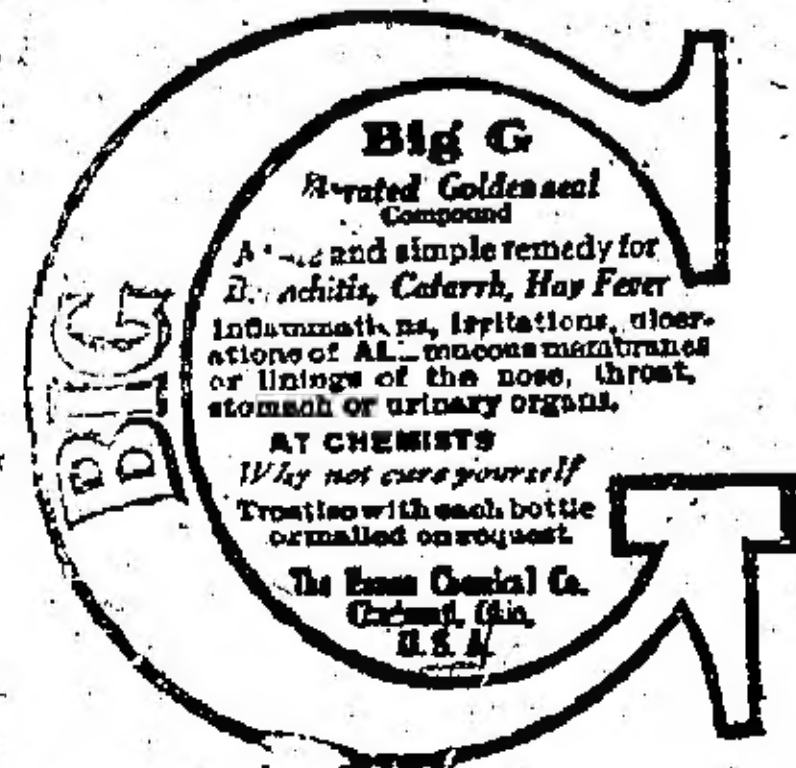
Both had been through the ordinary trials and troubles of women. Both, in middle-age, were considered—cranks. Both, at almost the same moment, met unconsciously in the notion—absurd as it may seem to some—that sin is the origin of disease and suffering, and that the purification of the heart is the true way to the salvation of the body. Both passed away at a good old age, and both founded churches in the East and the West with millions of followers. Both were women, and both met—surely in Palestine without recognising each other—nearly two thousand years ago, when a certain Man, who laid hands on the sick and healed them, said, "Blessed are the pure in heart, for they shall see God."

MUSIC IN PENANG.

AMUSING STORY FROM A BATAVIA JOURNAL.

The *Locomotief* of March 22nd contains the following amusing extract from the *Praeger Dode*, which states that Batavia need not be considered as a musical centre out here, for undoubtedly Penang takes the lead. Here is an illustration:—It was not very long ago that one of our best musicians together with one of our best lady singers bethought them of paying Penang a visit. They arrived there in due course. Now it happens that in this place (as in every country of the kind) you have specialists. If you want to give a concert you must first send your way to the king of kings of music in Penang. Without his support it would fall flat. So our musician called upon the musical king, namely, an English engineer. The great man received him with due dignity. A concert? He was agreeable. But to hear a lady sing the whole evening—that would not do. "We are used to 'more' in Penang." But

he was the patron of art; he would assist; he would also sing. "Can you accompany?" said he. "I will try" was the modest reply. "Can you—ahem—accompany a comic song, for instance?" "Accompany a comic song? I shall do my best." For a moment there was a look of intense amusement in the eyes of the musician at the thought of "accompanying a comic song," but it passed unnoted. The other put himself into an attitude and began to sing, or rather tried to, but he could not make any headway as the accompaniment put him out completely. The king of kings stopped and all his superiority lay in the words, "Have you ever played before?" "Sometimes; for my own pleasure. I have learnt to play a little on the piano." "Well, what shall we have at the concert?" The poor musician handed in a programme, giving the names of several songs that we here in Bandoeng have listened to with rapt attention. "None of that for Penang," said his musical authority. "Old things. Nobody would stick that here. I am singing the comic song, and you had better make selections from the latest operettas. 'The Merry Widow,' and such like. We are up to date here and do not take anything." This was too much for our musician. "All right," said he. "I shall go to the show with a barrel organ; you will sing; I shall sing, and then we shall all sing out of pure love for the art. Good night." Did we go? Not much!



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[128]

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[384-1]

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[62]

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Cures blood poisons, bad legs, etc., etc., etc.
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Y. SHIBUYA,
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No. 2, Pedder Street, Hongkong.
Hongkong, 10th August, 1911.

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ascertained on application.

F. C. MACDONALD,
Manager.

Hongkong, 29th March, 1912. [138]

NEDEBLANDSCH-INDISCH- HANDELSBANK.

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3 do. 3 do.

C. WOLDRING, Manager.
No. 8, Des Vaux Road Central,
Hongkong, 15th August, 1909. [122]

THE YOKOHAMA SPECIE BANK

AUTHORIZED CAPITAL ... Yen 40,000,000
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INTEREST ALLOWED ON CURRENT ACCOUNTS
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be obtained on application.

TAKEO TAKAMICHI,
Manager.
Hongkong, 1st April, 1912. [143]

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL ... £15,000,000
RESERVE FUNDS—
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N. J. STARR,
Chief Manager.
Hongkong, 21st February, 1912. [19]

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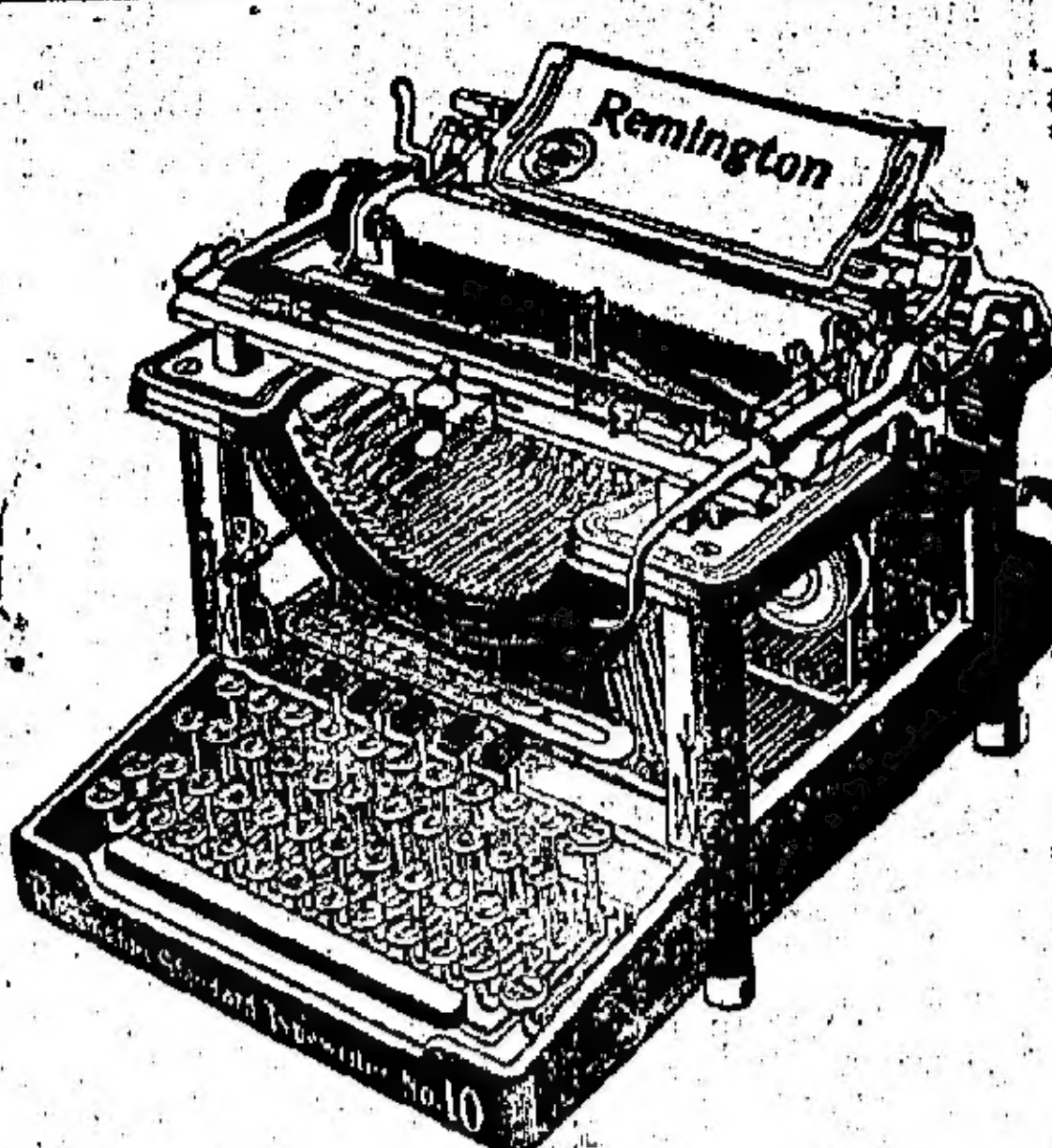
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CURRENT ACCOUNTS opened and
FIXED DEPOSITS received for 1 year or
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WM. DICKSON,
Manager.
Hongkong, 12th April, 1912. [133]

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N. J. STARR,
Chief Manager.

Hongkong, 24th January, 1911. [2]

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BUSINESS transacted.

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Shares effected.

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GEORGE HOGG,
Manager.

9, Queen's Road,
Hongkong, 23rd March, 1912. [225]

THE BANK OF TAIWAN, LIMITED

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Capital Subscribed (paid up) ... Yen 5,250,000
Reserve Fund ... Yen 2,620,000

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3, Des Vaux Road.

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Deposits received on terms which may be
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K. TSUDZURABARA, Manager.
Hongkong, 1st May, 1911. [1316]

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IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ LUDWIG,"
having arrived, Consignees of Cargo are hereby
informed that their Goods, with the exception
of Opium, Treasure and Valuables, are being
landed and stored at their risk into the hawser-
ous and/or extra hazardous Godowns of the
Hongkong and Kowloon Wharf and Godown
Company, Ltd., Kowloon, and West Point
Godowns, whence delivery may be obtained.

Optional Cargo will be forwarded on unless
intimation is received from the Consignees
before Noon To-day requesting it to be landed
here.

No Claims will be admitted after the Goods
have left the Godowns, and all goods remaining
undelivered after the 24th inst. will be subject
to rent.

All broken, chafed, and damaged goods are to
be left in the Godowns, where they will be
examined on the 24th inst. at 3.30 a.m.

All Claims must reach us before the 30th
inst. or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the
Undersigned.

NORDDEUTSCHER LLOYD,
MELOHRS & Co.,
General Agents.

Hongkong, 17th April, 1912. [5]

NOTICE TO CONSIGNEES.

FROM SHANGHAI, KOBE AND MOJI.

THE Steamship

"JAPAN"

having arrived from the above Ports, Con-
signees of Cargo are hereby informed that their
Goods will be delivered from alongside.

Cargo impeding the discharge will be landed
at Consignees' risk and expense into the haz-
ardous and/or extra hazardous Godowns of the
Hongkong and Kowloon Wharf and Godown
Company, Limited.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
DAVID SASSOON & Co., Ltd.,
Agents.

Hongkong, 19th April, 1912. [587]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"BORNEO."

From ANTWERP, LONDON, MALTA,
PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each Con-
signment will be sorted out Mark by Mark and
delivery can be obtained at the Godowns as landed.
Optional Goods will be landed here unless
intimations are given to the contrary within
6 hours.

Goods not cleared by the 28th inst. at 4 p.m.,
will be subject to rent.

No Fire Insurance will be effected by me in
any case whatever.

Damaged packages must be left in the
Godowns for examination by the Consignees
and the Company's surveyors, Messrs. GODDARD
and DOUGLAS, at 10 a.m. on MONDAYS
and TUESDAYS. All Claims must be presented
within ten days of the steamer's arrival here,
after which date they cannot be recognized.
No Claims will be admitted after the Goods
have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 22nd April, 1912. [1]

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SHIPPING IN PORT.

STEAMERS.

AIKOKU MARU, Japanese str., 2,466,
Yoshihara, 15th April—Japan 9th
April, Coal.—Mitsui Bishi Goshi
Kaisha.

BARON TURNER, British str., 2,140, D.
McAlister, 10th April—Kobe 14th
April, Phosphate.—Dodwell & Co.

CHONGSHING, British str., 1,250, V.
McC. Liddell, 21st April—Tientsin
10th April, General.—Jardine, Mathe-
son & Co.

CHIN HUA, British str., W. Benson, 21st
April—Shanghai 18th April, Gen-
eral.—Butterfield & Swire.

CHONGSHING, German str., 1,012, Bruhn, 13th
April—Manila 10th April, General.—
Butterfield & Swire.

CLARA JESSEN, German str., 1,103, A.
Uderup, 21st April—Manila 18th
April, General and Ballast.—Jensen
& Co.

D. RICKMERS, German str., 2,614, W.
Thode, 21st April—Labany 11th April,
General.—Mitsui Bishi Kaisha.

FOOSHING, British str., 1,423, Welsh, 9th
April—Hongkong 7th April, Coal.—
Jardine, Matheson & Co.

FRI, Norwegian str., 660, Wagle, 20th
April—Nanchang 11th April, Gen-
eral.—Aagaard, Thoreson & Co.

HONGKONG, French str., 729, A. Cornelin-
sen, 21st April—Haiphong, Hoihow
20th April, General.—A. R. Marty.

JAPAN, British str., 6,018, A. Stewart,
19th April—Kobe and Moji 14th
April, Coal and General.—David
Sassoon & Co.

KAIYU MARU, Japanese str., 2,084, Y. Y.
Nemamoto, 20th April—Swatow 19th
April, General.—Order.

KIUKIANG, British str., 1,228, T. Robert-
son, 21st April—Chefoo 15th April,
General.—Butterfield & Swire.

KWANTON, Chinese str., 1,536, Stewart,
17th April—Shanghai 14th April,
General.—Chinese.

KWONG SANG, British str., 1,150, Richard,
22nd April—Shanghai, Swatow 21st
April, General.—Jardine, Matheson
& Co.

LANDSAT SCHRIFT, German str., 1,016, C.
Bruger, 18th April—Bangkok 11th
April, Rice.—Chinese.

LOOKHUI, German str., 1,657, W. Teubert,
20th April—Singapore 18th April,
Rice and Meal.—Butterfield & Swire.

MAHOW, German str., 986, R. G. Lollner,
15th April—Cebu 11th April.—Butter-
field & Swire.

MANOBUA, American str., 3,750, A.
Dixon, 20th April—San Francisco
21st March, Mails and General.—
Pacific Mail S.S. Co.

MARIE, German str., 1,160, H. S.
Chlaikier, 20th April—Saigon 18th
April, Rice and Cotton.—Jensen Z
Co.

MINNESOTA, American str., 20,718, T. W.
Garlick, 21st April—Seattle 10th
March, General.—Nippon Yusen
Kaisha.

M. S. DOLLAR, British str., 2,716, M.
Ridley, 13th April—Cebu 9th April,
Copra and Sugar.—Hays, Dollar Co.

MONTROSE, British str., 4,283, W. Reid,
22nd April—Shanghai 19th April,
General.—Dodwell & Co.

MUYO MARU, Japanese sailing ship, 277,
K. Asari, 12th April—Formosa 9th
April.

NAMANG, British str., 2,591, P. M. B.
Lake, 21st April—Moji 18th April,
Coal and General.—Jardine, Mathe-
son & Co.

PANAMA MARU, Japanese str., 3,756, J.
22nd April—Shanghai 19th April,
General.—Osaka Shosen Kaisha.

PONTOING, German str., 699, W. Botehr,
20th April—Saigon 16th April, Rice
and Meal.—Butterfield & Swire.

ROKOSAN MARU, Japanese str., 2,900,
McCasuda, 22nd April—Wakamatsu
16th April, Coal.—Mitsui Bishi
Kaisha.

SHANTUNG, Japanese str., 3,325, Robinson,
12th April—Moji 8th April, Coal.—
Mitsui Bishi Kaisha.

SIXIANG, French str., 615, E. de Catalano,
21st April—Haiphong 19th April,
General.—Messageries Maritimes.

Tao Su, Chinese str., 697, F. N. Marcus-
sen, 19th April—Bangkok 10th April,
Rice.—Order.

TELEMACUS, British str., 4,340, F. Fraser,
19th April—Saigon 14th April, Gen-
eral.—Chinese.

TILWONG, Dutch str., 3,061, A. Olden-
burger, 20th April—Japan 11th April,
Java-China-Japan Line.

TRIUMPH, German str., 769, Langschwager,
18th April—Hoihow 17th April, Gen-
eral.—Jensen Z Co.

USINA MARU, Japanese str., 3,248,
Kamatsu, 20th April—Moji 14th
April, Coal.—Mitsui Bishi Kaisha.

VOLTA, British str., 2,696, Wilton, 14th

GOING HOME.

A HOLIDAY AT HOME, AND A WAY
TO GET THERE THAT'S A HOLIDAY.

WHY NOT

See the beauties of Japan, of Honolulu, (the Paradise of the Pacific), of California, of Colorado, and the fascinations of Niagara, San Francisco, Chicago and New York.

AND THE WAY

Every "travel wise" tourist takes the deservedly famous U.S. MAIL Steamers, of the

PACIFIC MAIL S.S. CO.

Steamers of Limitless Luxury. Splendidly appointed "Homes on the Water." Wireless Telegraphy. Submarine Fog Signals. Excellent String Orchestra. Meals for epicures, under the superintendence of caterer of International Repute.

The Cost: is not more by this route with its unrivalled opportunities, than by any other route. For a return ticket to London the cost is but £120, including berth and meals across America. To San Francisco via Japan and Honolulu the cost is £45. For the INTERMEDIATE SERVICE First Class accommodations are provided for £43 to London (return ticket £74) and to San Francisco £25. SPECIAL RATES to Officers, Army, Navy, Consular Civil Service, on application.

| STEAMERS. | Tons | Starting | 1912 |
|-----------|--------|----------|-----------------------|
| MANCHURIA | 27,000 | TUESDAY | 30th April, at 1 p.m. |
| NILE | 11,000 | TUESDAY | 14th May, at 1 p.m. |
| MONGOLIA | 27,000 | TUESDAY | 21st May, at 1 p.m. |
| PERSEA | 9,000 | TUESDAY | 11th June, at 1 p.m. |
| KOREA | 18,000 | TUESDAY | 18th June, at 1 p.m. |
| SIBERIA | 18,000 | TUESDAY | 2nd July, at 1 p.m. |
| CHINA | 10,200 | TUESDAY | 9th July, at 1 p.m. |
| MANCHURIA | 27,000 | TUESDAY | 16th July, at 1 p.m. |

LET US PLAN AN ITINERARY FOR YOU.

KING'S BUILDING (opposite Blake Pier).

FRED J. HALTON, AGENT.

TELEPHONE No. 141.

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG.

WEDNESDAY, 24th APRIL, 1912.

8 a.m. "HEUNGSHAN." 8 a.m. "HONAM."

10 p.m. "KINSHAN." 5 p.m. "FATSHAN."

THURSDAY, 25th APRIL, 1912.

8 a.m. "HONAM." 8 a.m. "HEUNGSHAN."

10 p.m. "FATSHAN." 5 p.m. "KINSHAN."

HONGKONG-MACAO LINE.

S.S. "SUI TAI," Tons 1651. S.S. "SUI AN," Tons 1651

HONGKONG TO MACAO. Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf.

Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 5 p.m.

EXCURSION TO MACAO.

SUNDAY, 28th APRIL.

The Company's Steamship

"SUI AN."

Will depart from the Company's WING LOK STREET WHARF at 9 a.m. Departure from Macao at 5 p.m.

N.B.—The Company will also run a steamer from Macao on Sunday, leaving at 7.30 a.m., and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf.

This Steamer connects with the excursion steamer returning from Macao at 5 p.m.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. "HOI-SANG," 457 tons.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.

Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE

CANTON-WUCHOW LINE.

S.S. "SAINAM," 538 tons, and S.S. "NANNING," 569 tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct steamers "LINTAN" and "SANTU." These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.

Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,

Hotel Mansions (First Floor), opposite the Blake Pier.

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA.

MAIL SCHEDULE

(SUBJECT TO MODIFICATION).

| STEAMERS | ARRIVE HONGKONG FROM AUSTRALIA. | LEAVE HONGKONG FOR AUSTRALIA. |
|------------|---------------------------------|-------------------------------|
| ST. ALBANS | ... | Sat., 27th April, Noon. |

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A daily qualified Doctor and Stewards are carried. For further particulars apply to

GIBB, LIVINGSTON & Co.

AGENTS.

SAN FRANCISCO TOYO KISEN KAISHA

TRANS-PACIFIC

WESTERN PACIFIC

DENVER AND RIO GRANDE

TRANS-CONTINENTAL

TOYO KISEN KAISHA.

Four Triple Screw Turbine Flyers—20 Knots Speed.

S.S. TENYO MARU... 21,000 tons.

S.S. CHIKO MARU... 21,000 tons.

S.S. SHINYO MARU... 21,000 tons.

AND

S.S. NIPPON MARU... 11,000 tons, (INTERMEDIATE).

HONGKONG TO SAN FRANCISCO via CHINA and JAPAN PORTS and HONOLULU. Semi-tropical route—Daily tank bathing, cricket, baseball, dances and free newspaper containing World's happenings by wireless.

WESTERN PACIFIC-DENVER AND RIO GRANDE.

The T.K.K. liners connect at San Francisco with the palatial trains of the Western-Pacific and Denver and Rio Grande Railways to Chicago via Salt Lake City and Denver

WITHOUT CHANGE.

Through Standard Sleepers.

Through Tourist's Sleepers.

Dining Cars—Observation Cars.

Electric Lights—Electric Fans, Union Depots.

New lands, cities and scenes—hundred of miles through the gorgeous scenery of the Sierras—Feather River Canon—and the Royal Gorge of Colorado.

Convenient connections at Chicago with trains for New York Transatlantic Steamers and other Eastern points.

When taking out Passage over the SAN FRANCISCO SCENIC-ROUTE ask for Ticket form No. 626.

C. LACY GOODRICH,

GENERAL ORIENTAL AGENT,

17, WATER STREET, YOKOHAMA.

AND KING'S BUILDING, HONGKONG

PHILIPPINES S.S. CO.

| STEAMSHIP | TONS | CAPTAIN | FOR | SAILING DATE |
|-----------|------|-------------|-----------------------------------|----------------------|
| RUBI | 4000 | S.A. Crosby | Manila, Mangarin, Iloilo and Cebu | On 30th Apr., 4 p.m. |
| ZAFIRO | 4000 | M.C. Smith | Manila, Mangarin, Iloilo and Cebu | On 10th May, 4 p.m. |

For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers, HONGKONG, 22nd April, 1912.

PHILIPPINES S.S. Co.

JAVA-CHINA-JAPAN LIJN

REGULAR FORNIGHTLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.

| STEAMERS | FROM | EXPECTED ON OR ABOUT | WILL LEAVE FOR | ON OR ABOUT |
|-----------|----------|-----------------------|----------------|-----------------------|
| TUBODAS | SHANGHAI | — | JAVA | Second half of April. |
| TULIWONG | JAPAN | Second half of April. | JAVA | Second half of April. |
| TULATJAP | SHANGHAI | Second half of April. | JAVA | First half of May. |
| TJIMAH | JAVA | Second half of April. | SHANGHAI | First half of May. |
| TJIMANOEK | JAPAN | First half of May. | JAVA | First half of May. |
| TJIPANAS | JAVA | First half of May. | JAPAN | First half of May. |
| TJIKINI | JAVA | First half of May. | SHANGHAI | Second half of May. |
| TJITAROEM | JAVA | Second half of May. | JAPAN | Second half of May. |

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

York Buildings, 1st Floor.

Hongkong, 19th April, 1912.

Telephone No. 375.

SWEDISH EAST ASIATIC CO., LTD.

GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

| DESTINATION | STEAMERS | TONS | DATE OF SAILINGS |
|------------------------------|----------|-------|------------------|
| SHANGHAI, YOKOHAMA, "PEIING" | ... | 5,500 | On 24th April. |
| Kobe and MOJI "CEYLON" | ... | 9,000 | On 20th May. |

For Freight and Further Particulars, apply to

ARTHUR NILSSON & CO.

YORK BUILDINGS, TOR 2nd FLOOR.

NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

| FOR | STEAMERS | TONS | TO SAIL |
|-----------------------------------------------------------------------------|----------|--------|-------------------------------|
| MANILA, NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG | "KLEIST" | 17,000 | Tuesday, 30th April, at Noon. |

| | | | |
|---------------------------------------|----------|--------|----------------|
| SHANGHAI, TSINGTAU, KOBE and YOKOHAMA | "BUELOW" | 16,900 | About 2nd May. |
|---------------------------------------|----------|--------|----------------|

| | | | |
|--------------------------------------------------------------------------|-----------|-------|------------------|
| MANILA, YAP, MARONN, SAMARAI, NEW GUINEA, BRISBANE, SYDNEY and MELBOURNE | "COBLENZ" | 6,760 | 9 a.m. 18th May. |
|--------------------------------------------------------------------------|-----------|-------|------------------|

| | | | |
|-------------------|-----------|-------|----------------|
| Kobe and YOKOHAMA | "COBLENZ" | 6,750 | About 3rd May. |
|-------------------|-----------|-------|----------------|

| | | | |
|--------------------|----------|-------|----------------|
| KUDAT and SANDAKAN | "BOENBO" | 5,000 | Middle of May. |
|--------------------|----------|-------|----------------|

All the Steamers of the European Line are fitted with Wireless Telegraphy.

New System of Telefunken.

For Further Particulars, apply to

NORDDEUTSCHER LLOYD,

MELOHRS & Co.,

GENERAL AGENTS HONGKONG AND CHINA.

Hongkong, 24th April, 1912

THOS. COOK & SON, TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, &c.

Head Office for the Far East: 16, DES VOEUX ROAD, HONGKONG.

SHANGHAI: 2-3, FOOHONG ROAD. YOKOHAMA: 32, WATER STREET.

TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS OF THE WORLD.

RAGGAGE collected, forwarded and insured at lowest rates.

LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and CASHED

FOREIGN MONIES exchanged.

7561 CHINESE CURRENCY—LONDON, E.C.

VESSELS EXPECTED.

THE AMERICAN MAIL.

The P.M. S.S. str. Nile sailed from San Francisco on the 18th April, p.m., and may be expected here on or about 27th April, a.m.

The Ssang Line str. Seangbee left Rangoon on the 20th April, for Hongkong, and is expected to arrive here on the 29th April.

The P.M. S.S. str. Nile from San Francisco sailed from Yokohama on the 22nd April en route to Hongkong, and is due to arrive at this port on the 30th April.

The str. Indramayo passed the Suez Canal on the 9th April, and is due here on or about 8th May.

The T.K.K. str. Hongkong Maru arrived at Honolulu on the 15th April, and will sail for Hongkong via Japan port on the 17th April, and is expected here on the 23rd May.

The Ben Line str. Benledi from Antwerp, Middlebro', and London left Singapore on the 18th April, for this port.

The "Mogul" Line str. Lothian left United Kingdom on the 13th ult. for Hongkong via the Straits.

The str. Glenesh passed the Suez Canal on the 8th April, and is due here on or about 11th May.

INDO-CHINA STEAM NAVIGATION CO., LTD.

Hopsang, from Calcutta, is due in Hongkong 1st May.

Kamsang, from Calcutta, is due in Hongkong 27th April.

The str. Mutra is due here on the 29th from Japan, and leaves on the 29th for Rangoon via the Straits.

THE GERMAN MAIL.

The P. & O. Co.'s str. Oriental left Singapore for this port on the 19th April, at 4 p.m., and the outward English mails, and is due here on the 24th April, at about 7 a.m.

The C.P.R. str. Empress of Japan arrived at Kobe on the 20th April, at 5.30 p.m., and left again at midnight same day for Shanghai, where she is due to arrive on the 24th April, at 3 a.m.

THE OXADIAN MAIL.

The P. & O. Co.'s str. Oriental left Singapore for this port on the 19th April, at 4 p.m., and the outward English mails, and is due here on the 24th April, at about 7 a.m.

The I.G.M. str. Coblenz left Sydney on the 10th April, at noon, and may be expected here on or about 3rd May.

THE ENGLISH MAIL.

The P. & O. Co.'s str. Oriental left Singapore for this port on the 19th April, at 4 p.m., and the outward English mails, and is due here on the 24th April, at about 7 a.m.

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THE ENGLISH MAIL.

SHIPPING

ARRIVALS.

ATSUTA MARU, Japanese str., 8,500, J. Nagao, 23rd April—Shanghai 24th April, General—Nippon Yusen Kaisha.

CAPT. A. F. LUCAS, American str., 3,900, G. Bunding, 23rd April—San Francisco 25th March, Oil—Order.

GLENGGLE, British str., 2,330, V. Graves, 23rd April—Rangoon, Manila 21st April, Nil—Seang Tok Hong.

HIROSHIMA MARU, Japanese str., S. Hirao, 23rd April—Singapore 17th April, General—Nippon Yusen Kaisha.

JOHANNES, German str., 952, H. Tpland, 23rd April—Rangoon 11th April, Rice—Johnson & Co.

LOONGSANG, British str., 1,050, W. G. G. Leach, 23rd April—Manila 20th April, General—Jardine, Matheson & Co.

MICHAEL JENSEN, German str., 951, T. Peterson, 22nd April—Haiphong 20th April, General—Jensen & Co.

PHUOM PENH, British str., 1,000, J. Scott, 23rd April—Saigon 19th April, General—Order.

QUINTA, German str., 985, Schlesinger, 22nd April—Bangkok and Swatow 21st April, Rice—Siemssen & Co.

RAHABURI, German str., 1,180, C. Wolff, 23rd April—Bangkok, Swatow 22nd April, General—Butterfield & Swire.

SITHONIA, German str., 3,450, Kotzke, 23rd April—Singapore 17th April, April, General—Hamburg-America Linie.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.

April 23rd.

ATSUTA MARU, Japanese str., for Straits.

HAIMUS, British str., for Swatow.

HONGKONG, French str., for Haiphong.

JAPAN, British str., for Straits.

KAJI MARU, Japanese str., for Swatow.

M. JENSEN, German str., for Swatow.

MONTROSE, British str., for Straits.

SIKANG, French str., for Haiphong.

SITHONIA, German str., for Shanghai.

TRIUMPH, German str., for Hoihow.

YATSHING, British str., for Hongkong.

DEPARTURES.

April 23rd.

AWA MARU, Japanese str., for Shanghai.

C. DIEDERICHSEN, Ger. str., for H'phong.

CHUN MARU, Japanese str., for S'hai.

CHINA, American str., for Shanghai.

HAITAN, British str., for Swatow.

HONGKONG, British str., for Amoy.

KAIPONG, British str., for Manila.

KUTANG, British str., for Shanghai.

L. SCHMIDT, German str., for Siam.

POLYNESIAN, French str., for Europe, etc.

PASSENGERS.

ARRIVED.

Per Loongsang, from Manila, Sister Candida, Sister Teresa, Miss M. Paquis, Messrs. W. Wallace, H. J. Jones, G. Morgan, J. Salvador, H. Houris, C. Leatham, Brother H. James and Miss M. Sanchez.

DEPARTED.

Per Hainan, for Swatow, Messrs. A. Riggan and Deconbes, Miss A. Peck, Rev. Schmidt, for Amoy, Mr. Sullivan, for Foochow Mr. S. W. Harris.

Per Awa Maru, for Seattle, etc., Mrs. E. O. Sharples, Miss E. C. Green, Mr. W. L. Bramwell, Mrs. Bauer, Mrs. K. T. Long, Mr. David MacHaffie, Mr. T. B. Stewart, Mr. W. E. Crowe, Mr. and Mrs. Polouze, Miss A. G. Scott, Miss E. L. Burns, Mrs. Macfie, Miss MacHaffie, Mrs. Grace S. Ayer, Mrs. J. H. Ball, Mr. J. Midzushima, Mr. H. Hirano, Mr. W. D. Probstal, Mrs. K. Harada, Mrs. Oshige, Dr. H. Oshige, Mr. S. Kato, Masters Callaco (2), Misses Callaco (4), Mr. Yasumoto, Mr. Akiyama and Mr. Seiji Harada.

Per China, for San Francisco, etc., Mrs. R. E. Valentine, Mrs. M. Hicks, Miss G. Roussell, Mr. M. van Anst, Mr. F. B. Board and child, Rev. and Mrs. G. J. Lapp and two children, Mrs. C. H. Mecker and two children, Miss E. Gorley, Father M. O'Callaghan, Mr. and Mrs. N. White, Mr. G. S. Thorne, Mr. Donald Alvord, Mrs. S. D. Dye, Paymaster J. F. Kutz, U.S.N., Dr. and Mrs. H. W. Langheim, Mr. and Mrs. A. J. Dibert, Miss J. T. Martin, Miss I. Huchelmer, Mr. and Mrs. C. D. Nicoll, Mr. and Mrs. W. F. Daughton, Dr. and Mrs. H. E. Isaacson and child, Miss E. Isaacson, Miss H. C. Stevenson, Rev. and Mrs. J. D. Noyes and two children, Mr. E. H. Jones, Mr. W. W. Saunders, Mr. and Mrs. E. E. Eubank, Mr. J. P. Hodgson, Mr. J. Alderson, Mr. A. Fox, Mr. C. J. Gould, Capt. C. N. Harlow, U.S.N., Mrs. A. Lerch, Miss N. White, Mr. W. Vogler, Lieut. B. F. Robinson, Mr. E. W. Ladd, Mr. J. C. Barnett, Miss M. MacDonald, Mr. F. Huchelmer, Mr. and Mrs. E. N. Newberger, Mr. and Mrs. H. S. Alexander, Mrs. K. Fujiwara, Miss S. Isaacson, Mr. F. W. Schoenmann, Mrs. J. A. Barry, Mr. and Mrs. M. S. Newcorn, Mr. F. H. Cox, Mr. D. Keith, Rev. J. W. Ash, Mr. W. Peterson, Miss Louise Hicks, Master L. Snyder, Mr. R. C. Comrie, Miss A. B. Carlson, Mrs. J. L. Durham, Mr. J. S. Adwar, Mr. H. W. Adams, Mr. and Mrs. G. W. Caulkins, Mr. L. White, Mr. Dean Alvord, Mr. and Mrs. W. H. Hoyt, Mrs. W. J. Peters, Miss K. C. Martin, Miss G. Armstrong, Dr. H. K. Emerson, Mrs. B. C. Crowell, Mrs. R. Roth, Miss L. Isaacson, Dr. Ed. J. McCoscar, Miss M. S. Barry, Miss M. O. King and Mr. Vyall.

GLENE LINE (McGREGOR, GOW & CO. LIMITED).

THE Steamship

Captain W. L. Hertnell, will be despatched for LONDON on SUNDAY, the 5th May.

This steamer has excellent accommodation for 20 First Class Passengers.

For Passage, apply to SHEWAN, TOMES & Co., Agents.

Hongkong, 24th April, 1912. [571]

VESSELS ADVERTISED AS LOADING.

The anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from a Green Island. Vessels anchoring nearest Kowloon are marked "1", nearest Hongkong "2", midway between Hongkong and Kowloon "3", and those vessels berthed at the Kowloon Wharf "4", together with the number denoting the section.

SECTIONS.

| 1. From Green Island to the Harbour Master's | 2. From Harbour Master's to Blake Pier | 3. From Blake Pier to Naval Yard | 4. From Naval Yard to East Point | | | |
|----------------------------------------------|----------------------------------------|----------------------------------|----------------------------------|-----------------------|------------------------------|---------------------------|
| DESTINATION. | VESSEL'S NAMES. | FLAG & REG. | DATE. | CAPTAIN. | FOR FREIGHT APPLY TO | TO BE DESPATCHED |
| LONDON, via USUAL PORTS OF CALL. | ASSAYE... | Brit. str. | — | G. W. Cockman, R.N.R. | P. & O. S. N. Co. | On 27th inst., at Noon |
| LONDON & ANTWERP via SINGAPORE, &c. | NAMUR... | Brit. str. | — | F. E. Andrews, R.N.R. | P. & O. S. N. Co. | On 1st May, at 10 A.M. |
| LONDON, ROTTERDAM & ANTWERP. | GLENFARG... | Brit. str. | — | W. L. Hartnell | SHAW, TOMES & Co. | On 5th May. |
| ROTTERDAM, HAMBURG & ANTWERP, &c. | PLINTSHIRE... | Brit. str. | — | G. C. Cundy | JARDINE, MATHESON & Co., LD. | About 15th May. |
| ROTTERDAM, HAMBURG & ANTWERP, &c. | O. J. D. ANLERS... | Ger. str. | — | Cromar... | HAMBURG-AMERICA LINE | On 4th May. |
| HAVRE, BREMEN & HAMBURG | ARADIA... | Ger. str. | — | Luening | HAMBURG-AMERICA LINE | On 31st May. |
| HAVRE, BREMEN & HAMBURG | C. FRED. LARSEN... | Ger. str. | — | Solmer... | HAMBURG-AMERICA LINE | On 12th May. |
| HAVRE, BREMEN & HAMBURG | SCANDIA... | Ger. str. | — | T. Yamawaki | NIPPON Yusen Kaisha | On 7th June. |
| HAVRE, BREMEN & HAMBURG | HITACHI MARU... | Ger. str. | — | Wagner... | HAMBURG-AMERICA LINE | On 8th May. |
| HAVRE, BREMEN & HAMBURG | SACHSEN... | Ger. str. | — | Kotzke... | HAMBURG-AMERICA LINE | On 30th May. |
| HAVRE, BREMEN & HAMBURG | SITHONIA... | Ger. str. | — | K. Asakawa... | OSAKA SHOSEN KAISHA | On 30th inst., at 1 P.M. |
| HAVRE, BREMEN & HAMBURG | PANAMA MARU... | Jap. str. | — | | NIPPON Yusen Kaisha | On 7th May, at Noon. |
| HAVRE, BREMEN & HAMBURG | SADO MARU... | Jap. str. | — | | OSAKA SHOSEN KAISHA | On 14th May, at 1 P.M. |
| HAVRE, BREMEN & HAMBURG | SEATTLE MARU... | Jap. str. | — | | SANDER, WHEELER & Co. | On 1st May. |
| HAVRE, BREMEN & HAMBURG | CHINA... | Aus. str. | — | | SANDER, WHEELER & Co. | On 19th May, at 6 P.M. |
| HAVRE, BREMEN & HAMBURG | BOHEMIA... | Aus. str. | — | | SANDER, WHEELER & Co. | About 15th May. |
| HAVRE, BREMEN & HAMBURG | MATPOPO... | Am. str. | — | Dormand | THE BANK LINE LTD. | On 11th May, at 6 P.M. |
| HAVRE, BREMEN & HAMBURG | EMPEROR OF JAPAN... | Brit. str. | 2 m. | | CANADIAN PACIFIC R. CO. | On 1st June, at 6 P.M. |
| HAVRE, BREMEN & HAMBURG | MONTREAL... | Brit. str. | 2 p. | W. Dawson | CANADIAN PACIFIC R. CO. | On 30th inst., at 1 P.M. |
| HAVRE, BREMEN & HAMBURG | MANCHURIA... | Am. str. | — | W. W. Greens | PACIFIC MAIL S.S. CO. | On 7th May, at Noon. |
| HAVRE, BREMEN & HAMBURG | CHITO MARU... | Jap. str. | — | | TOKYO KAISEN KAISHA | On 14th May, at 1 P.M. |
| HAVRE, BREMEN & HAMBURG | NILE... | Am. str. | — | | PACIFIC MAIL S.S. CO. | On 4th May, at 4 P.M. |
| HAVRE, BREMEN & HAMBURG | GUTHRIE... | Brit. str. | 1 m. | | BUTTERFIELD & SWIRE | On 27th inst., at Noon. |
| HAVRE, BREMEN & HAMBURG | ST. ALBANS... | Brit. str. | — | | GIBB, LIVINGSTON & Co. | About 25th inst. |
| HAVRE, BREMEN & HAMBURG | E. F. FREDERICK... | Aus. str. | — | W. H. Whittingham... | SANDER, WHEELER & Co., LD. | On 2nd May, at Noon. |
| HAVRE, BREMEN & HAMBURG | FALKE... | Brit. str. | — | F. E. Cope | JARDINE, MATHESON & Co., LD. | On 30th inst., at Noon. |
| HAVRE, BREMEN & HAMBURG | KITANO MARU... | Jap. str. | — | L. Wheeler... | JARDINE, MATHESON & Co., LD. | About 3rd May. |
| HAVRE, BREMEN & HAMBURG | KUMANG... | Brit. str. | — | E. Whelster... | NIPPON Yusen Kaisha | On 6th May, at Noon. |
| HAVRE, BREMEN & HAMBURG | COLENE... | Ger. str. | — | T. W. Gardick | NIPPON Yusen Kaisha | On 8th May, at Noon. |
| HAVRE, BREMEN & HAMBURG | MINNETOTA... | Ger. str. | — | M. Yagi | TOKYO KAISEN KAISHA | On 7th June, at Noon. |
| HAVRE, BREMEN & HAMBURG | NIKKO MARU... | Jap. str. | — | | JAVA-CHINA-JAPAN LINE | Quick despatch |
| HAVRE, BREMEN & HAMBURG | HONGKONG MARU... | Jap. str. | — | J. B. v. Damme Jelut | JARDINE, MATHESON & Co., LD. | On 28th inst., at D'light |
| HAVRE, BREMEN & HAMBURG | THIPANAS... | Dut. str. | — | Liddell | BUTTERFIELD & SWIRE | On 25th inst., at 4 P.M. |
| HAVRE, BREMEN & HAMBURG | CHONGSHING... | Brit. str. | — | | BUTTERFIELD & SWIRE | On 26th inst., at 4 P.M. |
| HAVRE, BREMEN & HAMBURG | EUROHONG... | Brit. str. | — | | HAMBURG-AMERICA LINE | To-day. |
| HAVRE, BREMEN & HAMBURG | KUANG... | Brit. str. | — | Kotzke... | NIPPON Yusen Kaisha | To-day. |
| HAVRE, BREMEN & HAMBURG | SITHONIA... | Ger. str. | — | Tosawa... | ASTORIA, NIPPOON & Co. | To-day. |
| HAVRE, BREMEN & HAMBURG | CHITON MARU... | Jap. str. | — | | P. & O. S. N. Co. | To-day, at 5 P.M. |
| HAVRE, BREMEN & HAMBURG | ORIENTAL... | Brit. str. | — | H. V. Valentini | BUTTERFIELD & SWIRE | To-morrow, at 4 P.M. |
| HAVRE, BREMEN & HAMBURG | CHINA... | Brit. str. | 1 m. | Benson | BUTTERFIELD & SWIRE | On 27th inst., at M'night |
| HAVRE, BREMEN & HAMBURG | ANBU... | Brit. str. | 1 m. | J. B. Harris | BUTTERFIELD & SWIRE | On 28th inst., at D'light |
| HAVRE, BREMEN & HAMBURG | KWONGSANG... | Brit. str. | 1 m. | W. F. Bichard | BUTTERFIELD & SWIRE | On 2nd May, at 4 P.M. |
| HAVRE, BREMEN & HAMBURG | CHENAN... | Brit. str. | 1 m. | L. Jones | BUTTERFIELD & SWIRE | About 2nd May. |
| HAVRE, BREMEN & HAMBURG | BUELO... | Ger. str. | — | H. Formes | MELCHERS & Co. | On 3rd May. |
| HAVRE, BREMEN & HAMBURG | KIRIN MARU... | Jap. str. | — | M. Deguchi... | NIPPON Yusen Kaisha | On 4th May, at M'night |
| HAVRE, BREMEN & HAMBURG | BOHEMIA... | Aus. str. | — | C. C. Williams | BUTTERFIELD & SWIRE | On 5th May, at D'light |
| HAVRE, BREMEN & HAMBURG | CHITON... | Brit. str. | — | | SANDER, WHEELER & Co. | About 6th May. |
| HAVRE, BREMEN & HAMBURG | CHITON... | Swed. str. | — | R. A. Peters | P. & O. S. N. Co. | On 30th May. |
| HAVRE, BREMEN & HAMBURG | ORIENTAL... | Brit. str. | — | | ASTORIA, NIPPOON & Co. | About 1st June. |
| HAVRE, BREMEN & HAMBURG | CHINA... | Brit. str. | — | J. P. Scholte | JARDINE, MATHESON & Co., LD. | Quick despatch. |
| HAVRE, BREMEN & HAMBURG | ANBU... | Dut. str. | — | | JAVA-CHINA-JAPAN LINE | To-day, at Noon. |
| HAVRE, BREMEN & HAMBURG | KWONGSANG... | Jap. str. | — | | OSAKA SHOSEN KAISHA | On 1st May, at 10 A.M. |
| HAVRE, BREMEN & HAMBURG | CHENAN... | Jap. str. | — | | OSAKA SHOSEN KAISHA | On 28th inst., at Noon. |
| HAVRE, BREMEN & HAMBURG | BUELO... | Jap. str. | — | A. H. Stewart | OSAKA SHOSEN KAISHA | To-day, at 11 A.M. |
| HAVRE, BREMEN & HAMBURG | KIRIN MARU... | Brit. str. | 2 h. | J. W. Evans | DOUGLAS LAPRAIK & Co. | On 26th inst., at 11 A.M. |
| HAVRE, BREMEN & HAMBURG | BOHEMIA... | Brit. str. | 2 h. | W. C. Passmore | DOUGLAS LAPRAIK & Co. | On 30th inst., at 11 A.M. |
| HAVRE, BREMEN & HAMBURG | CHITON... | Brit. str. | 2 h. | J. S. Booth... | DOUGLAS LAPRAIK & Co. | On 3rd May, at 11 A.M. |
| HAVRE, BREMEN & HAMBURG | CHITON... | Brit. str. | 2 h. | Lesak | JARDINE, MATHESON & Co., LD. | On 27th inst., at 2 P.M. |
| HAVRE, BREMEN & HAMBURG | ORIENTAL... | Brit. str. | — | L. Mass | MELCHERS & Co. | On 30th inst., at Noon. |
| HAVRE, BREMEN & HAMBURG | CHINA... | Brit. str. | 1 m. | Pennell... | BUTTERFIELD & SWIRE | On 30th inst., at 4 P.M. |
| HAVRE, BREMEN & HAMBURG | ANBU... | Brit. str. | — | R. A. Cundy | SHAW, TOMES & Co. | On 30th inst., at 4 P.M. |
| HAVRE, BREMEN & HAMBURG | KWONGSANG... | Am. str. | — | J. B. Harris | JARDINE, MATHESON & Co., LD. | On 4th May, at 2 P.M. |
| HAVRE, BREMEN & HAMBURG | CHENAN... | Am. str. | — | M. C. Smith... | SHAW, TOMES & Co. | On 10th May, at 2 P.M. |
| HAVRE, BREMEN & HAMBURG | BUELO... | Dut. str. | — | Bonnau | JAVA-CHINA-JAPAN LINE | Quick despatch. |
| HAVRE, BREMEN & HAMBURG | KIRIN MARU... | Dut. str. | — | Balisto | CARLOWITZ & Co. | On 26th inst., at Noon. |
| HAVRE, BREMEN & HAMBURG | BOHEMIA... | Dut. str. | — | T. Sato | NIPPON Yusen Kaisha | On 29th inst. |
| HAVRE, BREMEN & HAMBURG | CHITON... | Jap. str. | — | A. Stewart | DAVID SASSON CO., LTD. | To-day, at 1 P.M. |
| HAVRE, BREMEN & HAMBURG | CHITON... | Brit. str. | — | G. M. B. Lake | JARDINE, MATHESON & Co., LD. | On 27th inst., at Noon. |
| HAVRE, BREMEN & HAMBURG | NAMANG... | Brit. str. | — | R. E. O'Sullivan | JARDINE, MATHESON & Co., LD. | On 30th inst., at D'light |
| HAVRE, BREMEN & HAMBURG | MUTSUA... | Brit. str. | — | A. Mooker | NIPPON Yusen Kaisha | On 4th May. |
| HAVRE, BREMEN & HAMBURG | TOTOHI MARU... | Jap. str. | — | E. de Catalano | MAGNETIC MARITIME | To-day, at 9 A.M. |
| HAVRE, BREMEN & HAMBURG | SE-KIANG... | Fre. str. | — | | | |

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

| FOR | STEAMERS | TO SAIL | REMARKS |
|----------------------------------------------------------|-----------------------------|---------------|----------------|
| SHANGHAI | ORIENTAL | 5 P.M. | Freight and |
| | Capt. Valentini | 24th April | Passage. |
| LONDON VIA USUAL PORTS | ASSAYE | Noon | See Special |
| OF CALL | Capt. G. W. Cookman, R.N.R. | 27th April | Advertisement. |
| LONDON and ANTWERP | NAMUR | 10 A.M. | Freight and |
| VIA SINGAPORE, PENANG, COLOMBO, PORT SAID AND MARSEILLES | Capt. F. E. Andrews, R.N.R. | 1st May | Passage. |
| SHANGHAI, MOJI, KOBE, SYDNEY AND YOKOHAMA | SYDNEY | About 6th May | Freight and |
| | Capt. B. A. Peters | | Passage. |

For Further Particulars apply to

E. A. HEWETT,
Superintendent.

Hongkong, 24th April, 1912

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

| FOR | STEAMERS | TO SAIL |
|-----------------------------|------------|----------------------|
| SHANGHAI | "CHINHUA" | On 25th Apr., 4 P.M. |
| WEIHAIWEI & TIENTSIN | "HUICHOW" | On 26th Apr., 4 P.M. |
| TSINGTAI, CHEFOO & NEWCHANG | "KUIKIANG" | On 26th Apr., 4 P.M. |
| SHANGHAI | "ANHUI" | On 27th Apr., 4 P.M. |
| MANILA, CEBU and ILOILO | "TAMING" | On 30th Apr., 4 P.M. |
| SHANGHAI | "CHENAN" | On 2nd May, 4 P.M. |
| SHANGHAI | "LINAN" | On 4th May, 4 P.M. |

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.
S.S. "LINTAN" and S.S. "SANUI."

IN CONJUNCTION WITH AUSTRALIAN ORIENTAL LINE.

| | | |
|----------------------------------------------------------------------------------------|-----------|--------------------|
| MANILA, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE. | "GUTHRIE" | On 4th May, 4 P.M. |
|----------------------------------------------------------------------------------------|-----------|--------------------|

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Saloons. A fully qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "TAMING." Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck, aft. Saloon accommodation of S.S. "KAIFONG" is situated on Deck, aft.

SHANGHAI LINE—TWIN SCREW STEAMERS "ANHUI," "CHENAN," "CHINHUA" and "LINAN" with excellent accommodation. Electric Light throughout and Electric Fans in the Saloons and Dining Saloon. Leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

Bills of Lading to all Yangtze and Northern China Ports. Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Lead Passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung. TELEPHONE 36.

REDUCED FARES:—SINGLE \$45.....RETURN \$75.
BUTTERFIELD & SWIRE, AGENTS [8-608]

For Freight or Passage apply to—
Hongkong, 24th April 1912.

HAMBURG-AMERIKA LINIE.

IN CONJUNCTION WITH

DEUTSCHE DAMPFSSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

For SHANGHAI, KOBE & YOKOHAMA:

| | |
|----------------|-------------|
| S.S. SITRONIA | 24th April. |
| S.S. ANDALUSIA | 1st May. |
| S.S. BAYERN | 8th May. |

For Further Particulars, apply to—

HOMeward.

| | | |
|-----------------------------------|----------------------|-----------|
| For ROTTERDAM, HAMBURG & ANTWERP: | S.S. O. J. D. ABLES | 4th May. |
| For MARSEILLES, HAVRE & HAMBURG: | S.S. SACHSEN | 6th May. |
| For HAVRE, BREMEN & HAMBURG: | S.S. C. FERD. LAIBIS | 12th May. |
| For MARSEILLES, HAVRE & HAMBURG: | S.S. SITHONIA | 30th May. |
| For ROTTERDAM, HAMBURG & ANTWERP: | S.S. ARCADIA | 31st May. |
| For HAVRE, BREMEN & HAMBURG: | S.S. SCANDIA | 7th June. |

HAMBURG-AMERIKA LINIE,

Hongkong Office.

[10]

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR

SWATOW, AMOY AND FOOCHOW

AND RETURN.

(Occupying 9 to 10 Days).

| STEAMSHIP | CAPTAIN | LEAVING |
|------------|----------------------|---------------------------------|
| "HAIYANG" | Capt. J. W. Evans | FRIDAY, 26th April, at 11 A.M. |
| "HAICHANG" | Capt. W. C. Passmore | TUESDAY, 30th April, at 11 A.M. |
| "HAITAN" | Capt. J. S. Bosch | FRIDAY, 3rd May, at 11 A.M. |

FOR SWATOW AND RETURN.

(Occupying 3 Days).

| | | |
|----------|---------------------|-----------------------------------|
| "HAIMUN" | Capt. A. H. Stewart | WEDNESDAY, 24th April, at 11 A.M. |
| | | SUNDAY, 28th April, at 10 A.M. |

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS, LAPRAIK & Co.,

GENERAL MANAGERS.

Hongkong, 24th April, 1912.

[7]

AUSTRIAN LLOYD.

(Under Mail Contract with the Austrian Government.)

MONTHLY EAST DIRECT SERVICE TO TRIESTE.

VIA SINGAPORE, PENANG, COLOMBO, ADEN, SUZ and PORT SAID.

S.S. "BOHEMIA," 7,900 tons, will leave as above on 19th May, 1912, 5 P.M.
S.S. "AFRICA," 8,870 tons, will leave as above on 19th June, 1912, 6 P.M.

TO SHANGHAI.

S.S. "BOHEMIA," 7,900 tons, will leave as above on 5th May, 1912, Daylight.
Superior accommodation for 1st and 2nd Class Cabin and Stowage passengers. Cheap rates, Hongkong-Trieste, Venice, 230 2nd Class. No surtax, no tips, no inside Cabins, excellent cuisine, Doctor, Laundry, Wireless Telegraphy.

MONTHLY ORDINARY SERVICE.

S.S. "E. FRANZ FERDINAND," 12,000 tons, will leave for Yokohama and Kobe via SHANGHAI about 26th April.
S.S. "CHINA," 11,000 tons, will leave for Trieste, Fiume and Venice via SINGAPORE, PENANG, COLOMBO, CALCUTTA, ADEN, SUZ, PORT SAID, on 1st May.

These steamers are fitted with comfortable one class accommodation for saloon passengers. Cheap rates, Hongkong-Trieste, Venice 243, no surtax, excellent cuisine, Doctor, Wireless Telegraphy.

ROUND THE WORLD TICKETS ARE ISSUED.

CARGO is taken at through rates to all ports in the Adriatic, the Levant and Black Sea, also to North and South America. For information apply to

SANDER, WIELER & Co., Agents,

Hongkong, 24th April, 1912.

Princes' Building.

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TOYO KISEN KAISHA.

IMPERIAL JAPANESE
TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Operating the THREE TRIPLE SCREW TURBINE Steamers

CHIYO MARU, SHINYO MARU, TENYO MARU.

Speed 21 KNOTS, Displacement 21,000 TONS

and the TWIN SCREW S.S.

"NIPPON MARU"

INTERMEDIATE STEAMER.

Speed 18 KNOTS, Displacement 11,000 TONS.

Between HONGKONG and SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU.

SOUTH AMERICA LINE.

(In Connection with the NATIONAL RAILWAYS of MEXICO at MANZANILLO and the TEHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

The Steamers—

BUYO MARU, HONGKONG MARU and KIYO MARU.

Ply between HONGKONG and CORONEL via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO, ARICA, IQUIQUE and VALPARAISO.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

SAN FRANCISCO LINE:—

| STEAMER | CAPTAIN | DATE OF SAILING. |
|-------------|---------------|------------------------------|
| CHIYO MARU | W. W. Greene | TUESDAY, 7th May, Noon. |
| NIPPON MARU | A. G. Stevens | TUESDAY, 28th May, at Noon. |
| TENYO MARU | E. Bent | TUESDAY, 4th June, at Noon. |
| SHINYO MARU | H. S. Smith | TUESDAY, 25th June, at Noon. |

SOUTH AMERICA LINE:—

| STEAMER | TONS | DATE OF SAILING. |
|---------------|--------|-----------------------------|
| HONGKONG MARU | 11,000 | FRIDAY, 7th June, Noon. |
| KIYO MARU | 17,500 | TUESDAY, 5th Aug., at Noon. |
| BUYO MARU | 10,500 | FRIDAY, 4th Oct., at Noon. |

ALL STEAMERS are equipped with JAPANESE GOVERNMENT WIRELESS TELEGRAPH APPARATUS and POST OFFICES.

SPECIAL RATES.—To OFFICERS of the ARMY and NAVY, members of the CIVIL and CONSULAR SERVICES and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD.

For Full Particulars as to Passage and Freight, apply to

K. MATSUDA, AGENT,
King's Building (Opposite Blake Pier).

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EST ASIATIQUE FRANCAIS

MESSAGERIES MARITIMES, AGENTS.

MAIL SERVICE TO AND FROM

TONKIN

in 53 hours.

S.S. "SI-KIANG," Capt. E. de Catalano.

(1st and 2nd CLASSES) will leave Hongkong for
KWANG CHOW WANG and HAIPHONG,

on WEDNESDAY, the 24th April, 1912, at 9 A.M.

For Passage and Freight apply to

P. THOMAS, M.M. Co.'s AGENT.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE and PUGET SOUND RAILWAY

AND

THE CHICAGO, MILWAUKEE and ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico Central and South America.

FOR

| FOR | STEAMERS | TONS (Gross reg.) | LEAVES. |
|---------------------------------------------------------------------------|----------------|-------------------|--------------------------------|
| VICTORIA, B.C. & TACOMA via SHANGHAI, KOBE, YOKKAICHI, AND YOKOHAMA | "SEATTLE MARU" | 6,182 | TUESDAY, 14th May, at 1 P.M. |
| | "CHICAGO MARU" | 6,182 | THURSDAY, 13th June, at 1 P.M. |
| | "TACOMA MARU" | 6,178 | THURSDAY, 11th July, at 1 P.M. |
| VICTORIA, B.C. & TACOMA via SHANGHAI, MOJI, KOBE, YOKKAICHI, AND YOKOHAMA | "PANAMA MARU" | 6,059 | TUESDAY, 30th April, at 1 P.M. |
| | "MEXICO MARU" | 6,064 | TUESDAY, 28th May, at 1 P.M. |
| | "CANADA MARU" | 6,064 | TUESDAY, 25th June, at 1 P.M. |

O. S. K. has made the following revision on 1st class passage to Victoria, Tacoma, Seattle Vancouver, Portland and San Francisco:—

| | |
|-----------------------------------------------------------------------------------------------------|-------------|
| From Manila | G. \$150.00 |
| From Hongkong, Shanghai and Keelung | G. \$110.00 |
| From Nagasaki, Moji, Kobe and Yokohama | G. \$ 95.00 |
| 1st class passage from Hongkong to Victoria, Tacoma, Seattle, Vancouver, Portland and San Francisco | G. \$110.00 |

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for passengers, situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted routes for carrying Silk, Tea and Fur. Special attention given toward Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

| FOR | STEAMERS | LEAVES. |
|-----------------------------|---------------|--------------------------------|
| FOOCHOW VIA SWATOW and AMOY | "KALJO MARU" | WEDNESDAY, 24th April, at Noon |
| TAMSUI VIA SWATOW and AMOY | "DALJIN MARU" | SUNDAY, 28th April, at Noon |
| ANPING VIA SWATOW and AMOY | "BOSHU MARU" | WEDNESDAY, 1st May, at 10 A.M. |

For information of Freight, Passage, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings

S. HIROL,

MANAGER

772-7

PENINSULAR & ORIENTAL

STEAM NAVIGATION CO.

HOMeward PASSENGER SEASON, 1912.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

| STEAMERS | Leave | Connecting Steamers | Due | Due |
|----------|----------|---------------------|---------------------------|----------------------|
| to | HONGKONG | from COLOMBO to | MARSEILLES | PLYMOUTH |
| COLOMBO | | MARSEILLES & LONDON | (Brindisi 2 days earlier) | (London 1 day later) |
| Steamer | Tons | 1 P.M. SATURDAY | Steamer | Tons |
| ASSAYE | 7500 | April 27 | MONGOLIA | 10000 |
| ORIENTAL | 5284 | May 11 | MALWA | 11000 |
| DEVANHA | 8000 | May 25 | CHINA | 8000 |
| DELTA | 8000 | June 8 | MACEDONIA | 10500 |
| ARCADIA | 7000 | June 22 | MOREA | 11000 |

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES TO LONDON:

1st SALOON £71.10 SINGLE, £106.14 RETURN.

2nd £48.8 £72.12

IN ADDITION TO THE ABOVE MAIL STEAMERS
INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

LONDON

CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES.

PROPOSED SAILINGS:

| STEAMERS | Leave | Due |
|----------|----------|---------|
| | HONGKONG | LONDON |
| | Tonnage | about |
| NAMUR | 7000 | May 1 |
| PALAWAN | 5000 | May 15 |
| BOBNEO | 5000 | May 29 |
| SYRIA | 7000 | June 12 |
| NORE | 7000 | June 26 |

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES.

FARES TO LONDON:

1st SALOON £55.0 SINGLE, £82.10 RETURN.

2nd £38.10 £57.4

For further Particulars, apply to—

E. A. HEWETT,
SUPERINTENDENT

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

| DESTINATIONS | STEAMERS | TONS | SAILING DATES |
|---------------------------------------------------------------------------------|---------------|-------|----------------------------------|
| MARSEILLES, LONDON and ANTWERP via SINGAPORE, PENANG COLOMBO, SUZ and PORT SAID | HITACHI MARU | 7,000 | WEDNESDAY, 8th May, at Daylight |
| | MIYASAKI MARU | 9,000 | WEDNESDAY, 22nd May, at Daylight |
| VICTORIA, B.C. and SEATTLE via SHANGHAI, MOJI, KOBE, YOKKAICHI, AND YOKOHAMA | SADO MARU | 7,000 | TUESDAY, 7th May, at Noon |
| | YOKOHAMA MARU | 7,000 | TUESDAY, 21st May, at Noon |
| SYDNEY and MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE | YAWATA MARU | 6,000 | FRIDAY, 10th May, at Noon |
| | NIKKO MARU | 6,000 | FRIDAY, 7th June, at Noon |
| BOMBAY via SINGAPORE, and COLOMBO | TOSA MARU | 6,000 | MONDAY, 29th April |
| KOBE and YOKOHAMA | KITANO MARU | 9,000 | THURSDAY, 25th April |
| NAGASAKI, KOBE & YOKOHAMA | NIKKO MARU | 6,000 | WEDNESDAY, 8th May, at Noon |
| SHANGHAI, MOJI and KOBE | CEYLON MARU | 6,000 | WEDNESDAY, 24th April |
| SHANGHAI and KOBE | KIRIN MARU | | MONDAY, 3rd May |

Fitted with New System of Wireless Telegraphy. * Carries Deck Passengers. * Cargo only.

NEW LINE OF STEAMERS

BETWEEN

KOBE & CALCUTTA.

(REGULAR FORTNIGHTLY SERVICE)

FROM KOBE TO CALCUTTA, CALLING AT HONGKONG, SINGAPORE, PENANG AND RANGOON.

The next steamer from Hongkong:—

"TOTOMI MARU," 4,000 tons, Capt. A. Mooker, Saturday, 4th May.

1912 PASSENGER SEASON 1912

FOR EUROPE.

| STEAMER | TONS | CAPTAIN | FROM HONGKONG |
|--------------|-------|-------------|---------------|
| HITACHI MARU | 7,000 | T. Yamawaki | May 8th |
| MIYASAKI | 9,000 | T. Mura | May 22nd |
| KITANO | 9,000 | F. E. Cope | June 5th |
| SADO MARU | 7,000 | K. Asakawa | May 7th |
| YOKOHAMA | 7,000 | N. Noda | May 21st |

For further information, apply to—

T. KUSUMOTO, MANAGER.

[12-13-4]

WHY WORK ONE HOUR

If the same work can be done

IN A QUARTER OF AN HOUR!

BUY A

"BRUNSVIGA"

CALCULATING MACHINE

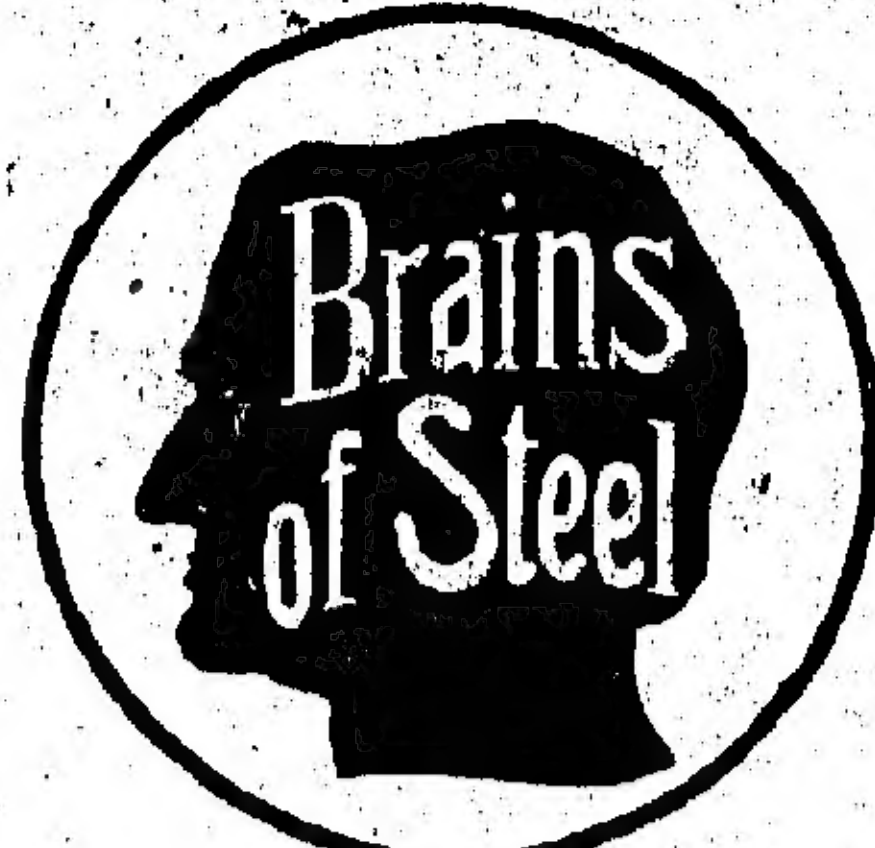
and you will save time and headache.

GENERAL AGENT FOR HONGKONG AND CHINA

HUGO C. A. FROMM,

HONGKONG, 4, QUEEN'S BUILDINGS, TEL. NO. 960.

Hongkong, 19th April, 1912.



\$220.

If you buy a
"CONTINENTAL"Your
PRESENT
TYPEWRITER
will be taken as part-
payment valued to its
condition.

Will be sent for inspection on application.

HUGO C. A. FROMM,

4, QUEEN'S BUILDINGS.

Hongkong, 9th April, 1912.

[48-15]

Hoehl Extra Dry
gout americain

Sole Representative for Hongkong and South China
Hugo C. A. Fromm, Hongkong.

Hongkong, 19th April, 1912. [48-22]

POST OFFICE NOTICE

Only fully prepaid Letters and Post Cards are transmissible
by the SIBERIAN ROUTE to EUROPE.

Letters for this route should be superscribed via SIBERIA.

The Parcel Post system to the following places in China is for the present
suspended: Hupeh, Hunan and Tientsin.The Oriental with the English Mail left Singapore on Friday, the 19th instant, at
4 p.m., and may be expected here to-day. This packet brings parcel mails closed in
London for despatch by the all sea route on the 21st March and for despatch overland
on the 27th March.

| FOR | PER | DATE |
|-------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------|-----------------------------|
| Fort Bayard and Haiphong | St. Kiang | Wednesday, 24th, 8.00 A.M. |
| Fukien and Haiphong | Hongkong | Wednesday, 24th, 9.00 A.M. |
| Shanghai, North China and Japan via Kobe | Sithonia | Wednesday, 24th, 9.00 A.M. |
| Swatow | Hainan | Wednesday, 24th, 10.00 A.M. |
| Japan via Kobe | Michael Jensen | Wednesday, 24th, 10.00 A.M. |
| Swatow, Amoy, Formosa and Fochow | Hiroshima Maru | Wednesday, 24th, 10.00 A.M. |
| Straits and India via Calcutta | Kaijo Maru | Wednesday, 24th, 11.00 A.M. |
| Macao | Japan | Wednesday, 24th, Noon |
| Chetoo | Sui Tai | Wednesday, 24th, 1.15 P.M. |
| SHANGHAI AND NORTH CHINA (EUROPE VIA SIBERIA) | Yi... | Wednesday, 24th, 3.00 P.M. |
| | Oriental | Wednesday, 24th, 4.00 P.M. |
| Macao | Sui Tai | Thursday, 25th, 1.15 P.M. |
| Shanghai and North China | China | Thursday, 25th, 3.00 P.M. |
| Haiphong | Singon | Friday, 26th, 8.00 A.M. |
| Swatow, Amoy, Formosa and Fochow | Haiyang | Friday, 26th, 10.00 A.M. |
| Patavia, Samarang, Sourabaya and Macassar | Tyikwang | Friday, 26th, 11.00 A.M. |
| Macao | Sui Tai | Friday, 26th, 1.15 P.M. |
| Weihaioi and Tientsin | Huichow | Friday, 26th, 3.00 P.M. |
| Tientsin and Chetoo | Kuikiang | Friday, 26th, 3.00 P.M. |
| Shanghai, North China and Japan via Yokohama | E. F. Ferdinand | Friday, 26th, 4.00 P.M. |
| Timor, Australia, Tasmania and New Zealand | St. Albans | Saturday, 27th, 10.00 A.M. |
| Straits and India via Calcutta | Namsang | Saturday, 27th, 10.00 A.M. |
| BRITAIN, BUREAU, CANTON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADEN, EGYPT AND EUROPE VIA BRINDISI (Late Letters 11.00 to Noon. Extra Postage 10 cents) | | Saturday, 27th, 11.00 A.M. |
| (Supplementary mail on board up to the time fixed for departure of the mail Extra Postage 10 cents) | | |
| (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail) | | |
| The Parcel mail will be closed on Friday, the 26th instant, at 5 p.m. | | |
| Philippine Islands | Loongang | Saturday, 27th, 1.00 P.M. |
| Macao | Sui Tai | Saturday, 27th, 1.15 P.M. |
| Weihaioi and Tientsin | Cheonghing | Saturday, 27th, 5.00 P.M. |
| Shanghai and North China | Kwongsang | Saturday, 27th, 5.00 P.M. |
| Shanghai and North China (EUROPE VIA SIBERIA) | Anhui | Saturday, 27th, 5.00 P.M. |
| Swatow | Hainan | Sunday, 28th, 9.00 A.M. |
| PRINCE OF WALES ISLANDS, STRAITS, BURMAH, CANTON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADEN, EGYPT AND EUROPE VIA NAPLES | | Sunday, 28th, 9.00 A.M. |
| (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail) | | |
| SHANGHAI, NORTH CHINA, JAPAN, HONOLULU, UNITED STATES, CANADA, and SOUTH AMERICA via SAN FRANCISCO (EUROPE, VIA SIBERIA) | | |

COMMERCIAL

CLOSING QUOTATIONS.

April 23rd.

| | |
|--------------------------------------|----------|
| ON LONDON | |
| Telegraphic Transfer | 111 1/2 |
| Bank Bills, on demand | 111 1/2 |
| Bank Bills, at 30 days' sight | 111 1/2 |
| Bank Bills, at 4 months' sight | 111 1/2 |
| Credits, at 4 months' sight | 111 1/2 |
| Documentary Bills at 4 months' sight | 111 1/2 |
| ON PARIS | |
| Bank Bills, on demand | 249 |
| Credits, at 4 months' sight | 253 1/2 |
| ON GERMANY | |
| On demand | 202 1/2 |
| ON NEW YORK | |
| Bank Bills, on demand | 48 |
| Credits, at 60 days' sight | 49 |
| ON BOMBAY | |
| Telegraphic Transfer | 147 |
| Bank, on demand | 147 1/2 |
| ON CALCUTTA | |
| Telegraphic Transfer | 147 |
| Bank, on demand | 147 1/2 |
| ON SHANGHAI | |
| Bank, at sight | 73 |
| Private, 30 days' sight | 73 1/2 |
| ON YOKOHAMA | |
| On demand | 96 1/2 |
| ON MANILA | |
| On demand | 97 |
| ON SINGAPORE | |
| On demand | 84 1/2 |
| ON BATAVIA | |
| On demand | 118 1/2 |
| ON HAIKONG | |
| On demand | 12 1/2 |
| ON SAIGON | |
| On demand | 12 1/2 |
| ON BANGKOK | |
| On demand | 76 1/2 |
| GOVERNMENTS, Bank's Buying Rate | \$10.10 |
| Gold Loan, 100 fine, per tael | \$53.00 |
| Bar Silver, per oz. | \$27 1/2 |

SUBSIDIARY COINS.

| | | |
|----------|-----------------|------------------|
| Chinese | 20 cents pieces | \$5.95 discount. |
| Chinese | 10 " | \$7.45 " |
| Hongkong | 20 " | \$6.47 " |
| Hongkong | 10 " | \$7.28 " |

MAILS VIA SIBERIA.

| | |
|------------|-------------|
| London | Due |
| Shanghai | Shanghai |
| April 6th. | April 23rd. |

SHARE LIST—QUOTATIONS, HONGKONG, APRIL 23rd, 1912.

| STOCKS | NO. OF SHARES | VALUE | PAID UP | CLOSING QUOTATIONS CASE |
|-----------------------------------------------------------------|---------------|----------|-------------|-------------------------------|
| BANKS | | | | |
| Hongkong & Shanghai Bank Corporation | 120,000 | \$125 | all | \$1850, sellers |
| China Bank Corporation, Limited | 60,000 | \$12 | all | \$180, buyers |
| China Light and Power Company, Limited | 50,000 | \$5 | all | \$14, buyers |
| China Provident Loan & Mortgage Co., Ltd. | 200,000 | \$10 | all | \$8 |
| COTTON MILLS | | | | |
| Ewo Cotton Spin'g. & Weaving Co., Ltd. | 20,000 | Tls. 50 | all | Tls. 89 |
| Hongkong Cotton Spinning Co., Ltd. | 125,000 | \$10 | all | \$5 |
| Dairy Farm Company, Limited | 40,000 | \$7 1/2 | all | \$21 1/2, buyers |
| DOCK AND WHARVES | | | | |
| Hongkong & Whampoa Dock Co., Ltd. | 60,000 | \$50 | all | \$58 |
| Hongkong & Whampoa Dock Co., Ltd. | 50,000 | \$50 | all | \$49 |
| New Amoy Dock Co., Limited | 10,000 | \$6 1/2 | all | \$10 1/2, buyers |
| Shanghai Dock and Engineering Co., Ltd. | 55,700 | Tls. 100 | all | Tls. 54 |
| Shanghai and Hongkong Wharf Co., Ltd. | 36,000 | Tls. 100 | all | Tls. 85 |
| Green Island Cement Co., Limited | 400,000 | \$10 | all | \$4.62, and, buyers |
| Hongkong Electric Co., Limited | 60,000 | \$10 | all | \$23, buyers |
| Hongkong Hotel Company, Limited | 12,000 | \$50 | all | \$109, buyers |
| Manila Metropole Hotel Limited | 8,000 | \$25 | all | \$68, buyers |
| Hongkong Ice Company, Limited | 15,000 | P. 10 | all | P. 8 1/2 |
| Hongkong Rope Manufacturing Co., Limited | 50,000 | \$25 | all | \$205 |
| Hongkong & South China Steam Fisheries Co., Ltd. | 60,000 | \$10 | all | \$18 |
| INSURANCE | | | | |
| Canton Insurance Office Co., Limited | 10,000 | \$250 | \$50 | \$210, sales |
| China Fire Insurance Co., Limited | 20,000 | \$100 | \$20 | \$132 |
| China Traders Insurance Co., Limited | 24,000 | \$63.33 | \$25 | \$105 |
| Hongkong Fire Insurance Co., Limited | 8,000 | \$250 | \$50 | \$342, buyers |
| North-China Insurance Co., Limited | 10,000 | \$15 | \$5 | Tls. 145, sellers |
| Union Insurance Society, Limited | 12,400 | \$250 | \$100 | \$865 |
| Yangtze Insurance Association, Limited | 12,000 | \$100 | \$60 | \$210, Ex 73 |
| LANDS AND BUILDINGS | | | | |
| Hongkong Land Investment Agency Co., Ltd. | 50,000 | \$100 | all | \$107, buyers |
| Hampden Estate and Finance Co., Ltd. | 150,000 | \$50 | all | \$74, buyers |
| Kowloon Land and Building Co., Ltd. | 6,000 | \$50 | \$50 | \$34, buyers |
| Shanghai Land Investment Co., Limited | 78,000 | Tls. 50 | all | Tls. 88 |
| West Point Building Co., Limited | 12,500 | \$50 | all | \$54 |
| Matschappij tot Mijde, Bosch en Landbouw exploitatie in Langkat | 25,000 | Gda. 10 | all | Tls. 70 |
| MINING | | | | |
| Chinese Engineering and M. Co., Ltd. | 1,000,000 | \$1 | all | 40/-, sellers |
| Tronoh Mines, Limited | 160,000 | \$1 | all | 71/-, sellers |
| Reaswood Tin and Rubber Estate, Ltd. | 715,280 | 2/- | all | 5/- |
| Reub Australian Gold Mining Co., Ltd. | 200,000 | \$1 | all | \$4.60, buyers |
| Peak Tramways Co., Limited | 25,000 | \$10 | all | \$12 1/2, sales |
| Philippine Co., Limited | 50,000 | \$10 | all | \$5, buyers |
| REFINERIES | | | | |
| China Sugar Refining Co., Limited | 20,000 | \$100 | all | \$106, buyers |
| Luzon Sugar Refining Co., Limited | 7,000 | \$100 | all | \$353, sales |
| STEAMSHIP COMPANIES | | | | |
| China and Manila Steamship Co., Ltd. | 30,000 | \$25 | all | \$11 1/2, sellers |
| Douglas Steamship Co., Limited | 20,000 | \$50 | all | \$21, buyers |
| Hongkong, Canton & Macao S.S. Co., Ltd. | 80,000 | \$15 | all | \$27 1/2, sellers |
| Indo-China Steam Navigation Co., Ltd. | 60,000 pref. | \$5 | all | \$70, L'don |
| Shanghai and Hongkong S.S. Co., Ltd. | 60,000 def. | \$1 | all | \$27.15 |
| Star Ferry Company, Limited | 2,500,000 | \$1 | all | 111/-, sellers |
| South China Morning Post, Limited | 10,000 | \$10 | all | \$31, buyers |
| Steam Laundry Company, Limited | 6,000 | \$25 | all | \$19, buyers |
| STORES AND DISPENSARIES | | | | |
| Campbell, Moore & Co., Limited | 1,200 | \$10 | all | \$25 |
| Wm. Powell, Limited | 15,000 | \$7 | all | \$64, sales |
| Watkins, Limited | 10,000 | \$10 | all | \$3, sellers |
| A. S. Watson & Co., Limited | 90,000 | \$10 | all | \$54, sales |
| Weissmann, Limited | 3,000 | \$10 | all | \$15, buyers |
| Guards Price & Co., Ltd. | 50,000 | \$10 | all | \$12, buyers |
| Societe des Pulpes et Papeteries du Tonkin | 13,200 | \$50 | all | \$40 |
| Hongkong Steel Foundry Co., Ltd. | 15,000 | \$10 | all | \$10 |
| United Asbestos Oriental Agency, Limited | 9,900 cert. | \$10 | all | \$300 |
| Union Waterboat Co., Limited | 100 shares | \$10 | all | \$74 |
| ROBBERS | | | | |
| Para Rubber in London | | | | 4/10 per lb., sellers |
| Loans | | | | |
| Chinese Imperial 1886 | Amount | Value | Interest | Quotation. |
| | Tls. 767,200 | Tls. 250 | 7% p. annum | Par. |
| | | | | VEENON & SYMTH, Share Brokers |

TO-MORROW

4 p.m.—Special General Meeting of Hongkong General Chamber of Commerce in the Chamber Room.

FORTHCOMING EVENTS.

Saturday, 27th April—Half-Yearly Meeting of Hongkong Jockey Club, 12.30 p.m.

Saturday, 27th April—The Great Raymond at the Theatre Royal, 9 p.m.

Monday, 29th April—Extraordinary General Meeting of The Hongkong and Whampoa Dock Co., Ltd., Noon.

Monday, 29th April—Auction of Crown Land at Leighton Hill, by Public Works Dept., 3 p.m.

Monday, 29th April—Auction of Crown Land at Inland Lot No. 1876, by Public Works Dept., 3 p.m.

Tuesday, 30th April—Extraordinary General Meeting of Hongkong Cotton Spinning Weaving & Dyeing Co., Ltd., at the Office of Messrs. Jardine, Matheson & Co., Ltd., 11 a.m.

Tuesday, 30th April—Twenty-Second Ordinary General Meeting of The Yangtze Insurance Association, Ltd., Shanghai, 4.30 p.m.

Wednesday, 1st May—Farewell Concert to Mrs. Gordon at Volunteer Headquarters, 9.15 p.m.

Saturday, 4th May—Twenty-Third Ordinary General Meeting of The Hongkong Electric Co., Ltd., Noon.

OPIUM

April 19th

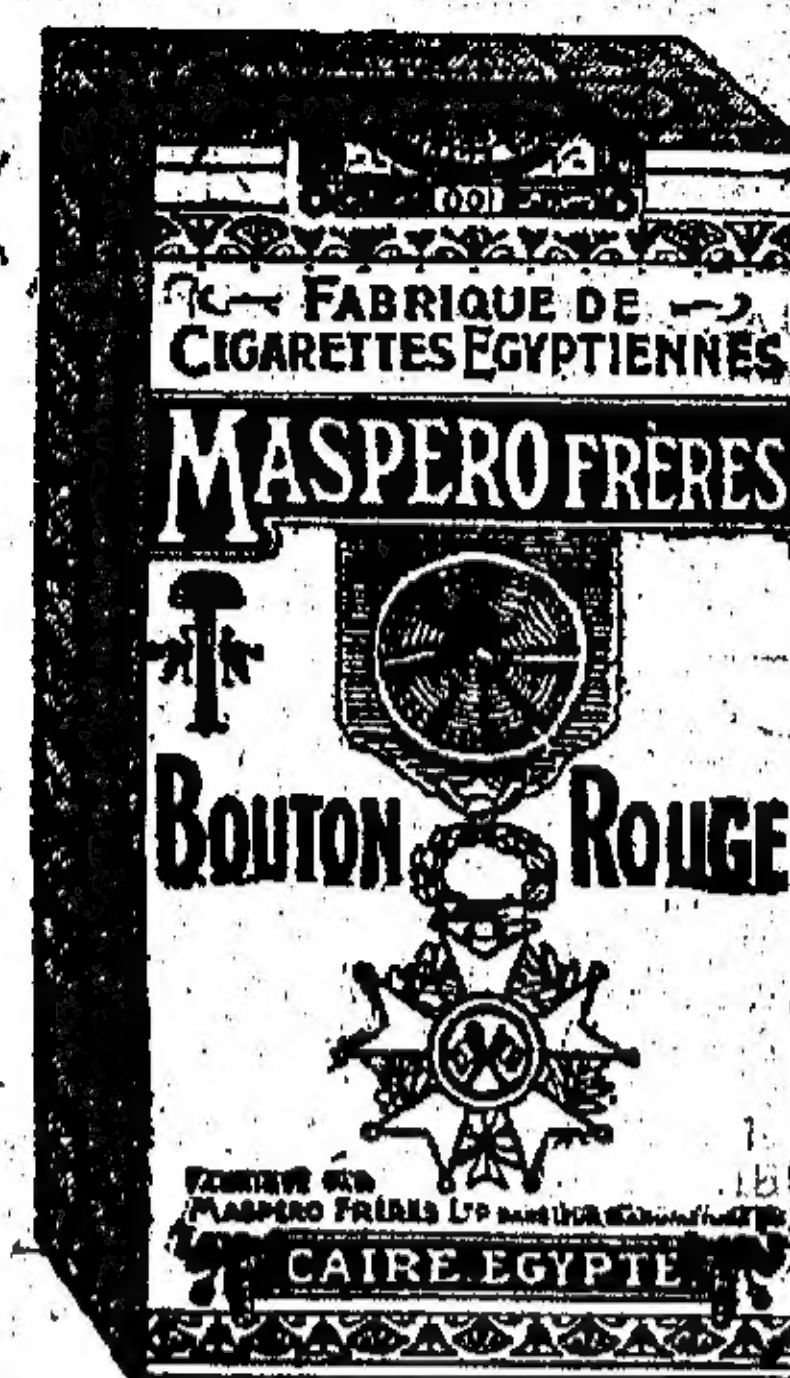
| | |
|----------------------|-------------------------|
| Quotations are:— | |
| Malwa New | 43,350/3,375 per picul. |
| Malwa Old | 42,290/3,410 |
| Malwa V. Old | 43,425/3,435 |
| Malwa V. Old | 43,450/3,475 |
| Persian fine quality | \$1.725 |
| Persian extra fine | \$2.800 |
| Patna New | \$3.850 |
| Patna Old | \$3.800 |
| Benares New | \$3.850 |
| Benares Old | \$3.750 |

Bouton Rouge and Felucca

EGYPTIAN CIGARETTES



A LUXURY TO THE MAN OF TASTE.



TELEGRAM

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WARRANT awarded our Company
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STERILIZED NATURAL
MILK.
EVAPORATED CREAM.

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"Worth having"

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Perfection WHISKY

GANDE, PRICE & CO., LTD.
PROPRIETORS.
D. & J. McCALLUM, EDINBURGH.

MOST LAMPS LOOK ALIKE
to the uninitiated,
BUT NONE HAVE THE REPUTATION
of the
"OSRAM."

The lamp which has earned universal golden opinion and is an
easy first for—Economy and Long Life.

GREAT REDUCTION IN PRICE

16 C.P. \$1.00 each 25, 32 and 50 C.P. \$1.05

If you are not at present profiting by the saving secured by using
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